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No. 159, 14th YEAR, SEPTEMBER, 1967

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EASING STRAIN ON TASK FORCE PERSONNEL

ADEN 'SWITCH SHIPS' FLEET

Despite much speculation, no official announcement has been made by the Navy on the ships to be included in the Aden Task Force, stationed in South Arabian waters, after independence on January 9.

With the obvious requirement of a strong amphibious capability, backed by fixed-wing air support, some idea of the units likely to be involved may be drawn from movements already made public.

H.M.S. Eagle, the Navy's biggest carrier, after her refit and work-up, is on her way for duty East of Suez. Hermes is returning to the East after the leave period in the United Kingdom in October, and Victorious will also be available.

TRYING CONDITIONS

It is anybody's guess on the seriousness of trouble which could follow independence, but experience of the Beira Patrol suggests that the Force could be faced with a rather tedious duty, in trying climatic conditions.

The Navy may be expected to use resources to the limit in switching ships, to give relief from excessive sea time. There is a difficulty, therefore, in being precise about a force subject to constant changes.

However, other big units almost certain to be required off Aden are the commando carrier Bulwark, whose new crew is joining her by air in Singapore next month, and the new assault ship Intrepid, which is also scheduled for the Far East.

H.M.S. London, the guided-missile destroyer, is due in the area by November, and several

frigates and smaller vessels could be called upon for a spell of duty.

BIG TANKERS

Assistance with replenishment requirements for the Aden Task Force will come from the three large tankers which the Navy has chartered and renamed Dewdale (60,600 tons), Derwentdale (67,729 tons), and Ennerdale (47,270 tons).

Planning for the concentration of warships East of Suez coincides with the cancellation of the Sea Days demonstration, arranged to take place in the Channel this month as part of the Commonwealth exercise "Unison 67."

Hermes 'leave trip' to U.K.—October

Families of the 2,000 men aboard the aircraft carrier, H.M.S. Hermes, at present in the Far East, have been given the welcome news that the ship is expected to return to Portsmouth on October 3.

This return to the United Kingdom has been specially arranged in order to give a period of home leave, and thus reduce the length of continuous family separation.

In Far East

The first Sea Lord, Admiral Sir Varyl Begg, who returned to U.K. on August 19 after a fortnight in the Far East and India. He is seen inspecting the guard aboard H.M.S. Sirius, at Singapore Naval Base. Other ships visited were Fearless, Bulwark, Forth, Mull of Kintyre, Triumph, and R.F.A. Stromness.

To Gib. for 800 R.N.R.

Eleven coastal minesweepers attached to each of the Royal Naval Reserve Divisions in the U.K. assembled at Plymouth on August 26 before sailing next day for their annual summer training exercise "Rockhaul."

This year these ships will be based at Gibraltar. A crew change by airlift to Gibraltar will be arranged at the half-time date (September 10).

More than 800 Reservists are taking part in Exercise "Rockhaul." This number includes 45 W.R.N.R. officers and ratings, who will fly to Gibraltar for practical training in degaussing communications and shore headquarters duties.



BURDEN OF NAVY LIFE.—NA Roderick Smith, of Beeston (Notts), with a load of charm from Billy Smart's circus, which gave a performance aboard his ship, H.M.S. Albion, at Portsmouth

NAVY MEN TACKLE HONG KONG BOMBS

Under a flashing rainbow of coloured street signs, pictured in millions of postcards sent by tourists to illustrate the once gay after-dark life of Hong Kong, men of the Royal Navy are risking their lives in dealing with Communist booby-trap bombs.

They are from the Far East Fleet Clearance Diving Centre at Singapore Naval Base, and were flown urgently to the Crown Colony to help Army and Police explosive experts to combat efforts to cause a major disruption of life there.

Lieut. John Coggins, ordnance disposal officer, whose home is in Folkestone, confesses: "The devices are very difficult and very nasty. You have to have luck on your side and a sixth sense in dealing with them."

Already there has been one casualty—PO Anthony Charlwood, of Burnhope, Newcastle upon Tyne, had a leg wound when a grenade was thrown.

Ratings accommodated in H.M.S. Tamar, the Hong Kong naval base, have been successfully on 12-hour on duty, on call, and off-duty shifts, responding to emergency calls for their services



QUEEN'S VISIT.—Accompanied by Prince Charles, the Queen stops for a word with Capt. D. G. Parker, commanding officer of R.N.A.S. Lossiemouth, prior to boarding her aircraft at the end of a visit to Gordonstoun

which her further operational commitments East of Suez would otherwise have made necessary.

The commitments include duty with the Naval Force off Aden after independence.

Since she left the U.K. in January, 1967, Hermes has spent a large proportion of her time, at short notice, in the vicinity of trouble spots East of Suez.

In the weeks preceding the

Middle East war, when tension was building up, she was standing by in the Indian Ocean, and during the war itself was off Aden, ready to act in the defence of British interests should the need have arisen.

Hermes was then able to enjoy a brief maintenance period in Singapore before being dispatched to stand by off Hong Kong during rioting.

The carrier has just paid a visit to Fremantle (August 29-September 4).

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MARINERS AND SUBMARINERS

As the Submarine Service grows, more and more men have to be drafted to man it. Drafty is often asked why he sends non-volunteers while leaving untouched, men who would prefer to be in submarines rather than in the surface Navy.

Men are normally taken for Submarine Service at the natural break points in their drafting cycle, i.e., on return from overseas or on completion of their period of Home Sea Service.

This is done to reduce drafting and hence turbulence, for each man taken out must be relieved by another rating. Thus a draft at a time between natural break points disturbs at least two men.

Any volunteer for Submarine Service at a natural break-point is of course taken before non-volunteers are detailed.

LITTLE DIFFERENCE

Even if all the known volunteers for Submarine Service were drafted in one month, it would make little difference to the non-volunteers, as by the next month the volunteers' barrel would be empty.

Not all of those who are volunteers for submarines can be used, because some do not fulfil all the conditions required for the Submarine Service, such as character, efficiency, age, time to serve, and so on.

Drafty is also asked whether men in submarine depot ships are more liable to be picked for submarines than other men. The answer is no, but of course a man finishing his Home Sea Service or Local Foreign Service in a depot ship is no less vulnerable than a man similarly placed at a natural break point but serving elsewhere.

It is well known that there are (and always have been) lots of men who view with alarm the prospect of a draft to submarines. But happily it is a fact that once in submarines, practically no one wants to come back to General Service.

Those of us lucky enough to have served for a commission with the Submarine Service have

The inshore minesweeper Birdham, used to train civilian naval volunteers, was damaged by fire during a cruise off the Isle of Arran on July 23.

formed a pretty shrewd idea why the submariners like the life, and why many of the non-volunteers extend their service

beyond the normal five-year minimum.

Some even forgo advancement to stay in submarines.

The latest drafting forecast issued by the Ministry of Defence (Navy) shows that Plymouth's own ship, H.M.S. Danae, built in H.M. Dockyard, Devonport, commissions on September 7 for service in Home Waters and the Far East.

The forecast also shows that H.M.S. Andromeda, another Leander class General Purpose frigate, building in H.M. Dockyard, Portsmouth, is due to commission for trials in July next, and will join the Fleet in November, 1968.

Other new Leanders mentioned in the forecast include Argonaut, commissioned on September 4; Hermione, due to commission in September, 1968; and Jupiter, expected to commission in October, 1968.

The Drafting Forecast is as follows:

ARGONAUT (G.P. Frigate), September 4 at Hebburn, General Service Commission, Home/Far East, U.K. Base Port, Portsmouth.

DANAE (G.P. Frigate), September 7 at Devonport, General Service Commission, Home/Far East, (Captain's Command.) U.K. Base Port, Devonport, (C).

PUNCESTON (C.M.S.), September 9 at Bahrain, Foreign Service (Middle East), 9th M.C.M. Squadron, (E).

ARETHUSA FLIGHT, September 16 at Portland, General Service Commission, Wasp, U.K. Base Port, Portsmouth.

LLANDAFF (A/D Frigate), September 21 at Singapore, General Service Commission, Far East/Home, U.K. Base Port, Devonport.

CHICHESTER (A/D Frigate), September 21 at Chatham, Recommision (Phased), Home Sea Service (13 months), U.K. Base Port, Chatham.

RHYL (A/S Frigate), September 21 at Devonport, General Service Commission (24 months), Home/West Indies, U.K. Base Port, Devonport.

814 SQUADRON (VICTORIOUS), October 2 at Cullrose, General Service Commission, Wessex, U.K. Base Port, Portsmouth.

ASHANTI (G.F. Frigate), October 2, L.R.P. complement at Portsmouth, Port Service.

BEACHAMPTON (C.M.S.), October 7 at Bahrain, Foreign Service (Middle East), 9th M.C.M. Squadron, (E).

BURNASTON (C.M.S.), October 7 at Bahrain, Foreign Service (Middle East), 9th M.C.M. Squadron, (E).

WISTON (C.M.S.), October 7 at Bahrain, Foreign Service (Middle East), 9th M.C.M. Squadron, (E).

YARNTON (C.M.S.), October 7 at Bahrain, Foreign Service (Middle East), 9th M.C.M. Squadron, (E).

KENT (G.M. Destroyer), October 17 at Chatham, General Service Commission, Home/Far East (Phased), U.K. Base Port, Chatham.

JAGUAR (A/A Frigate), October 17 at Chatham, General Service Commission, Home/Far East/Home, U.K. Base Port, Chatham.

S.A.R. FLIGHT (VICTORIOUS), October at Cullrose, General Service Commission, Wessex, U.K. Base Port, Portsmouth.

BULWARK (Cdo Ship), October 22 at Singapore, Foreign Service, East of Suez, U.K. Base Port, Portsmouth, (C).

CHAWTON (C.M.S.), November 4 at Bahrain, Foreign Service (Middle East), 9th M.C.M. Squadron, (E).

HECLA (Surveying ship), November 30 at Devonport, General Service Commission (North Atlantic), U.K. Base Port, Devonport, (A).

ARGONAUT FLIGHT, November at Portland, General Service Commission, Wasp, U.K. Base Port, Portsmouth.

PALLISER (A/S Frigate), December 1 at Portsmouth, Port Service, Reserve crew.

ARETHUSA (G.P. Frigate), December 7 at Portsmouth, General Service Commission (Phased), Home/Far East/Home, U.K. Base Port, Portsmouth, (A).

HECATE (Surveying ship), December 12 at Devonport, General Service Commission (North Atlantic), U.K. Base Port, Devonport, (A).

CLEOPATRA (G.P. Frigate), December 12 at Devonport, General Service Commission (Phased), Home/Middle East/Home, U.K. Base Port, Devonport, (A).

ZULU FLIGHT, December at Portland, General Service Commission, Wasp, U.K. Base Port, Rosyth.

SIRIUS (G.P. Frigate), January 3, 1968 at Portsmouth, Home Sea Service (Phased), 12 months, U.K. Base Port, Portsmouth.

VIDAL (Surveying ship), January 9 at Chatham, General Service Commission, Home/East of Suez, U.K. Base Port, Chatham, (A).

MOHAWK (G.P. Frigate), January 11 at Rosyth, General Service Commission (Phased), Home/Middle East/Home, U.K. Base Port, Rosyth, (B), (Captain's Command.)

LEANDER (G.P. Frigate), January 9 at Portsmouth, General Service Commission (Phased), Home/Far East/Home, U.K. Base Port, Portsmouth, (Captain's Command.)

LYNX (A/A Frigate), January 18 at Chatham, General Service Commission (Phased), Home/Far East/Home, U.K. Base Port, Devonport.

HYDRA (Surveying ship), January 30 at Chatham, General Service Commission, North Atlantic, U.K. Base Port, Chatham.

YARMOUTH (A/S Frigate), February 1 at Portsmouth, Port Service, Trials (ex Dockyard Control), Commissions May 6.

APPLETON (C.M.S.), February 7 at Bahrain, Foreign Service (Middle East), (E), 9th M.C.M. Squadron.

ROTHESAY (A/S Frigate), February 15 at Rosyth for trials (ex Dockyard Control), Port Service, Commissions April 25.

DRAFTY'S CORNER

List of ships for which C.N.D. will be issuing draft orders during October.

MAIN PARTY
Ship To join
London (G.S.C.) April 1968
Rothsay (G.S.C.) April 1968
(The date to join is a forecast date and is subject to alteration).

POINT LEADERS ON ROSTERS

The following table shows the total points of each man at the top of each roster as at August 1. The number in parenthesis indicates the number of men with the same number of points.

When a roster is shown as "Int" (Intermediate) it means that there are fewer men on the roster than can possibly fill the expected vacancies during the next nine months.

Ratings lacking seniority, V.G. Conduct or medically unfit, have been omitted.

The points shown include those awarded on May 31, 1967.

CPO	PO	LS	Ch EI	PO EI	LEM
2148	464	Int	1835	Dry	Dry
Ch Smkr			CRA/	Ch R EI	PO R EI
906			CHRRMech	1416	Dry
CPO Wtr	PO Wtr	L Wtr	Dry		
1819	244	291	LREM		
CPO SA	PO SA	LSA	Dry		
1803	396	209	CPO MA	495	LMA
CPO Ck(S)	PO Ck(S)	L Ck(S)	584	CY	478
1796	1474	448	1499	483	478
CPO Std	PO Std	L Std	CRS	RS	478
2168	951	Int	1820	Int	357
CPO Ck(O)	PO Ck(O)	L Ck(O)	CRS (W)	RS (W)	478
2313	1032	264	Dry	Dry	Dry
MAA	RPO		CAA(AE)	CAA(O)	CAM(AE)
1707	852		Dry	Dry	Dry
CERA/	Ch ME	PO ME	CAM(O)	CEA(Air)	CRA(Air)
Int	2072 (2)	Int	Dry	Dry	Dry
L ME			Ch EI Mech	Ch REIMech	
Ch Shpt	CCEA/COEA	CCEIMech	(Air)	(Air)	
Dry	Dry	Dry	Dry	Dry	
COEIMech			CAF(AE)	POAF(AE)	LAM(AE)
Dry			2464	981	Dry
			CAF(O)	POAF(O)	LAM(O)
			2363	471	445
			CA(AH)	POA(AH)	LAC(AH)
			2130	852	Int. (9)
			CA(SE)	POA(Se)	LASE
			1097	1122	Int. (3)
			CA(Phot)	POA(Phot)	LAC(Phot)
			1889	1222	558
			CA(Met)	POA(Met)	LAC(Met)
			1395	687	582
			Ch EI(Air)	PO EI(Air)	LEM(Air)
			2146	426	Int. (21)
			Ch REI(Air)	PO REI(Air)	LEM(Air)
			2198	380 (2)	Dry

DEVONSHIRE'S SEA TRIALS

H.M.S. Devonshire, 5,200-ton guided missile destroyer, will be leaving the United Kingdom in November for the Far East—her second period of operations east of Suez since joining the Fleet in 1962.

Since her Dockyard refit, Devonshire has been undergoing sea trials, and was one of the ships in the Plymouth Navy Days. Her commanding officer is Capt. R. K. N. Emden.

A Polish flotilla of one destroyer and two minesweepers visited Leith from July 28 to August 1.



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(Continued on page 3)

Under Arctic ice proved Finwhale's worth

H.M.S. Finwhale, a submarine of the Porpoise class was built by Cammell Laird at Birkenhead, being launched on July 21, 1959, and completed on August 19, 1960.

The Porpoise class have a standard displacement of 1,605 tons (2,030 tons surface and 2,405 tons submerged) and are 295 feet in length (o.a.). They have eight torpedo tubes (six bow and two stern) and up to 30 torpedoes are carried. Complement is six officers and 65 ratings.

Finwhale and her sister ships are able to undertake continuous submerged patrols in any part of the world. They have high underwater speed and capable of diving to great depths.

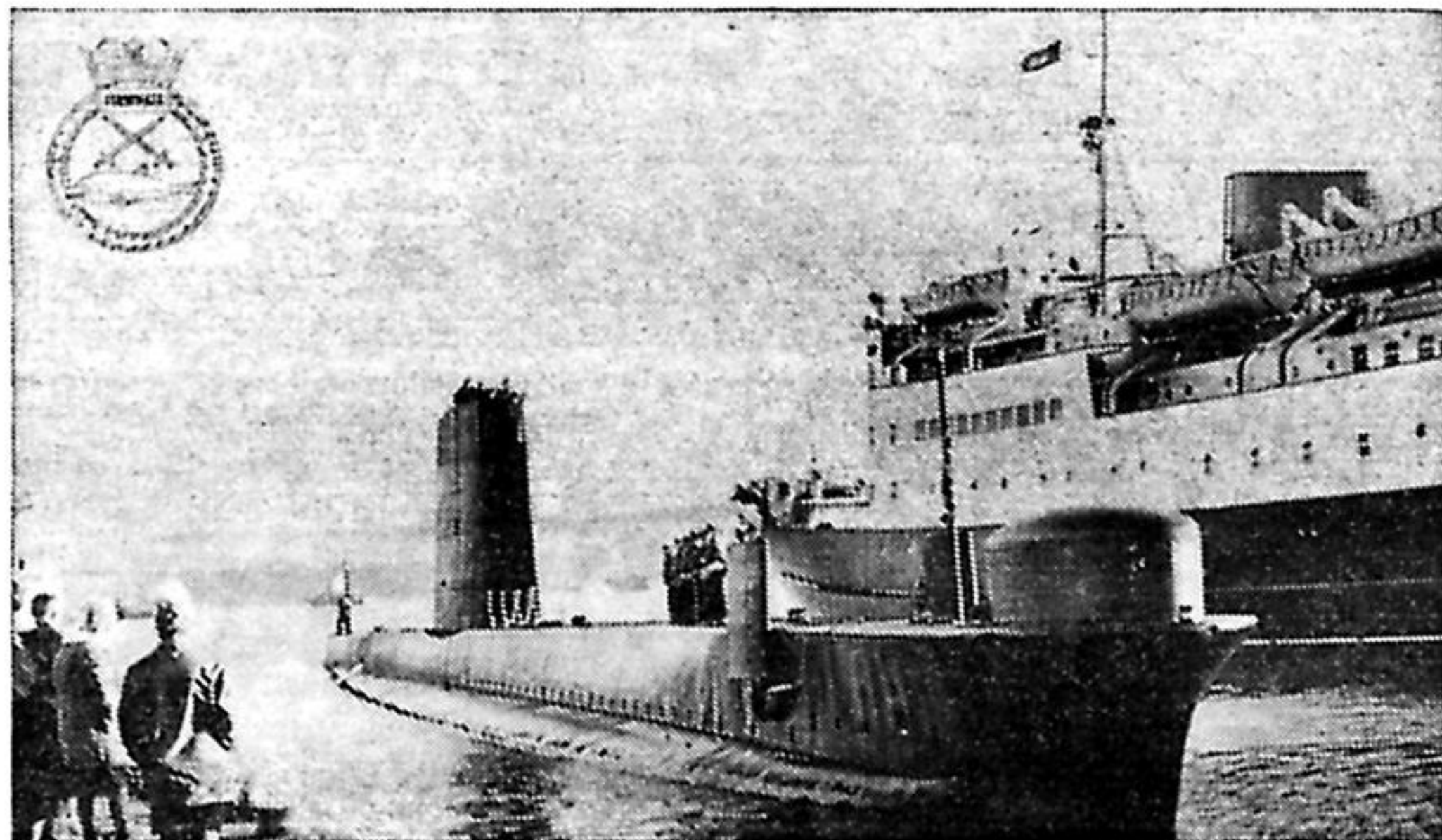
LONG ENDURANCE

The short equipment, capable of being operated and charged in rough sea conditions, give the Porpoise class very long endurance.

Warning radar—air and surface—can be operated at periscope depth as well as when surfaced.

Habitability is of the highest standard with air conditioning plant which provides drying and either heating or cooling of the air for arctic or tropical service. The efficiency of the air conditioning was thoroughly demonstrated when Finwhale, with H.M.S. Opossum, spent some weeks under the Arctic ice in 1965.

With adequate distilling apparatus and stowage for large quantities of stores and provisions enable the Porpoise class to remain on patrol for months without outside support.



ORDERS FOR POSTCARDS

Postcard photographs of H.M.S. Forth, or any of the previous ships in the series (listed right), may be obtained from "Navy News" Postcard Dept., 13 Edinburgh Road, Portsmouth. Each card costs 6d., post free.

Readers may send a sixpenny stamp or a postal order for each card, or a 6s. postal order or cheque to cover a year's supply, sent on publication.

Albums to hold 64 postcards may also be obtained, price 10s. post free.

The full list of ships is as follows:

Theseus, Bulwark, Centaur, Glasgow, Kenya, Newcastle, Albion, Ark Royal, Loch Killisport, Diana, Taciturn, Dart, Chevron, Zest, Vanguard, Murray, Cumberland, Scorpion, Liverpool, Apollo, Lynx, Salisbury, Sheffield, Girdleness, Maidstone, Newfoundland, Warrior, Britannia, Bermuda, Victorious, Corunna, Alamein, Vigo, Tyne, Jutland, Talent, Palliser, Explorer, Porpoise, Redpole, Gambia, Tiger, Russell, Dainty, Protector, Undine, Defender, Dartington, Carron, Whitby, Eastbourne, Torquay, Mounts Bay, Belfast, Hermes, Armada, Yarmouth, Lion, Harland, Point, Leopard, Token, Chichester, Echo, Loch Fada, Tenby,

Puma, Blake, Excalibur, Troubridge, Rhyll, Camperdown, Oberon, Cachalot, Blackpool, Berwick, Diamond, Acheron, Leyburn, Scarborough, Sea Lion, Falmouth, Ashanti, Broadsword, R.F.A. Tidesurge, Striker, Plymouth, Barrosa, Virago, Llandaff, Nubian, Hampshire, Gurkha, Caprice, Adamant, Eskimo, Duchess, Brave Borderer, Agincourt, Leander, Grenville, Tartar, Jaguar, London, Kent, Ajax, Devonshire, Lowestoft, Hardy, Dreadnought, Eagle (modernised), Lynx (modernised), Osiris, Cambrian, Loch Lomond, Dido, Wakeful, Triumph, Siddesham, Alderney, Trump, Roebuck, Mohawk, Hecla, Naiad, Ocean, Zulu, Lofoten, Reclaim, Grafton, Orpheus, Ursa, Woolston, Dundas, Fearless, Manxman, Glamorgan, Auriga, Forth and Hecla.

MINESWEEPER'S RESCUE

The timely appearance of the minesweeper H.M.S. Yarnon, commanded by Lieut.-Cdr. M. H. Parsons, saved the lives of 40 people in a foundering dhow about 20 miles out of Aden. The vessel was rudderless and its engines had failed.

After a 90-minute tow in stormy seas the minesweeper's pumps could not cope and the passengers and crew of the dhow were taken on board Yarnon.

The dhow eventually sank 10 miles from Aden.

Commissioning forecast

(Continued from page 2)

HERMES (Carrier), December (tentative date) at Portsmouth. General Service Commission, Home/Far East/ Home, (Phased) U.K. Base Port, Portsmouth.

826 SQUADRON, HERMES, December (tentative date) at Culdrose, General Service Commission, Wessex, U.K. Base Port, Portsmouth.

S.A.R. FLIGHT, HERMES, Late 1968 at Culdrose, General Service Commission, Wessex, U.K. Base Port, Portsmouth.

ZEST (A.S. Frigate), December (tentative date), Reserve crew at Portsmouth, Port Service.

BRERETON (M.H.), December 17 at Portsmouth, Foreign Service, Middle East, 9th M.C.M. Squadron, (E).

EAGLE (Carrier), December at Devonport, General Service Commission (Phased), Home/Far East/ Home, U.K. Base Port, Devonport.

KEBLETON (M.H.), January 3, 1969, at Devonport, Home Sea Service, 4th M.C.M. Squadron.

KELLINGTON (M.H.), January 17 at Chatham, Home Sea Service, 4th M.C.M. Squadron.

EURYALUS (G.P. Frigate), January at Devonport, General Service Commission (Phased), Home/Far East/ Home, U.K. Base Port, Devonport.

SIRIUS (G.P. Frigate), January at Portsmouth, General Service Commission (Phased), Home/Far East/ Home, U.K. Base Port, Portsmouth.

FIVE (G.M. Destroyer), January at Chatham, General Service Commission (Phased), Home/Far East/ Home, U.K. Base Port, Chatham.

FIVE FLIGHT, January at Portland, General Service Commission, Wessex, U.K. Base Port, Chatham.

SALISBURY (A.D. Frigate), January at Devonport, General Service Commission, Home/Far East/ Home, U.K. Base Port, Devonport.

RELENTLESS (A.S. Frigate), January (tentative date) at Portsmouth, Reserve crew, Port Service.

NOTES.—It is emphasised that the dates and particulars given are forecasts only and may have to be changed—perhaps at short notice.

The terms "U.K. Base Port" means the port at which the ship may normally be expected to give leave and reef.

For ships which are to be phase-commissioned, the dates quoted are those on which the main party will join. Drafting action is initiated about six months ahead of the date on which men are to join such ships, and drafting action for the first party will therefore be initiated about nine months ahead of the dates quoted.

Drafting action for men for trials crew (who will form part of the final complement) is initiated between two and five months before the dates quoted.

These periods should be borne in mind when preferring requests to volunteer for service in particular ships. Ships in which locally entered cooks (S) or stewards are to be borne in lieu of U.K. ratings are indicated as follows: (A)—All Cooks (S), Cooks (O) and all Stewards (B), Cooks (S) other than P.O. Cook (S) all cooks (O) and all Stewards (C)—Cooks (O) and Stewards only (D)—Cooks (S) other than C.P.O. and P.O. all Cooks (O) and all Stewards (E)—Leading Cooks (S) and Stewards only, (F)—Cook (S) and Steward only.

H.M.S. Gurkha sailed from Portsmouth for the Mediterranean on July 17.

Handsome visitor to Portsmouth for three days from August 8 was the Rumanian Navy sail training ship Mircea.



"Request granted—Ooh you are a darling!"

Advancements

Confirmation has been received that the following have been advanced to the Chief Petty Officer, Chief Artificer or Chief Mechanician rate:

To CPO
847030 D. C. Hopkins, 646410 E. G. Galvin, 820267 A. A. Wheeler, 818423 A. E. Graydon, 830653 T. F. Hignams, 819752 G. E. Colvin.

To CPO Wtr
877135 R. Gaff, 888347 D. T. Barker, 873539 A. Liddell, 883715 J. E. A. Broadway.

To CPO SA
916037 E. D. Aldridge, 879232 J. E. C. Palmer, 890797 N. W. M. Hine, 872767 W. R. Cox.

To CPO Sid
904711 F. C. Flint, 898917 R. Cressey.

To A/CERA
M 936060 B. Percival, MX 888683 D. W. Whiting, MX 888736 A. Brown, MX 857303 R. I. Sinclair, M 984914 B. Pepper, M 928978 D. G. Hughes, MX 855796 K. N. Russell, M 933754 R. Webster, M 933797 D. A. Cooper, M 933732 K. M. Stuckings, M 943526 B. Henworth, M 933647 B. D. Ewing.

To A/Ch Mech
KX 892214 L. Stannard, KX 891611 J. A. Carr, KX 851238 K. D. Creech.

To Ch M(E)
KX 870019 I. V. Murphy, KX 690046 J. Taylor, KX 891879 A. E. Hawley.

To Ch Jnr
MX 790401 K. Robb.

To A/COEA
MX 833457 N. H. Freemantle, M 932815 C. K. Mason.

To A/CCEA
M 933685 P. Luck, M 943571 J. Williams, M 933907 H. A. Pocock, MX 913773 W. Rostrom, M 933582 A. H. Timpson, MX 902205 J. B. Hunter, MX 920205 G. G. Strudwick, M 956586 J. A. Ide.

To CO El
MX 903681 H. A. McAuley, MX 864370 M. J. Cooper, MX 908324 N. D. Wade.

To A/CREA
M 956589 A. A. Key, M 956566 P. W. Hammond.

To A/CREM
M 941499 J. R. Orchard.

To CRS
JX 839990 B. Oxborough, JX 760476

F. Thornton, JX 371688 J. Morris.

To CRS(W)
J 952221 A. F. J. Colbourne, J 938416 D. A. Collins, JX 857185 C. E. J. Landon.

To CCY
JX 795655 P. W. Harrison, JX 660375 C. J. Ayden.

To CPO MA
MX 918755 S. R. Bryant.

To Ch Wren Std(G)
102044 M. L. Magee.

To Ch Wren Reg
105736 G. M. Curtis.

To CAF AE
L/FX 817294 J. A. Swatton, L/FX 669679 T. W. Hales.

To CAF (O)
L/FX 895182 R. E. Boylett.

To CA (AH)
L/FX 894809 H. D. N. Notley.

To A/CEA(A)
L/FX 668389 E. Goodwill.

To Ch EIO(A)
L/FX 895891 W. W. Warr, L/FX 859908 R. E. Hissey.

EXCHANGES OF SHIPS

The following ratings are anxious to exchange ships. Anyone interested should write to the applicants direct. In accordance with Defence Council Instruction 1151/65, requests to transfer must be submitted to the respective commanding officers in the normal Service manner.

POME E. D. Cheetham (MEOW), serving in SMA Portsmouth, six months, wishes to exchange with similar rating in Rosyth area or NB England. Address: ME Section, SMA, H.M. Dockyard, Portsmouth.

G. Dyer, REA 2/c, H.M.S. Cambridge, on draft to H.M.S. Rothesay at Rosyth (redrafting), followed by General Service Commission next April (Home/Far East/Home), will exchange for any position Devonport.

MEI J. E. M. R. Anderson, H.M.S. Echo, (AWK, ICE) on Home Sea Service, will exchange for billet anywhere in Portsmouth area, Home Sea or Home Port Service.

J. H. Ford, A.B. (UC Star), H.M.S. London, on draft to H.M.S. Duncan, Londonderry Squadron, on October 3, will exchange with similar rating being drafted to a Portsmouth (preferred) or Chatham based ship or establishment. Foreign married accompanied draft considered.

P. Allen, L.Wr, Office of Flag Officer, Medway, seeks a volunteer for H.M.S. Jufair, or will exchange with L.Wr detailed for or due foreign draft.

Barrosa in ceremony

In August, 1944, a combined force of French, American, and British carried out a diversionary raid on the coast road running between Toulon and Cannes. The raid was successful, but the losses were heavy.

To commemorate this raid, H.M.S. Barrosa, the French destroyer Forbin, and the United States destroyer Noa, anchored at Theoule, a small town near the landing position on August 14.

Next day the three ships sailed in formation close to the site of the landing, where a helicopter laid a wreath.

After the ceremony, the ships returned to Theoule for a reception given by the Mayor, General Bertrand, who worked for British intelligence forces during the war.

Barrosa is at present carrying out a maintenance period at Malta before heading East via Gibraltar.

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'SEA DOGS' ASHORE MEET MANILA DANCERS

Photographers all round, eager to "snap" the girls in their gay costumes.

During the initial phase of harbour training at Manila before Exercise "Sea Dog," involving 37 warships and more than 100 aircraft belonging to member countries of the South East Asia Treaty Organisation, many of the visitors toured Manila City.

A Quartermaster of the Philippine Navy took an Englishman, an American, an Australian and a New Zealander under his wing, and they saw the presidential palace, the old walled city, and the inspiring Roman Catholic cathedral, but possibly the highlight of this particular tour was a meeting with members of the Barangay dance troupe from the Philippine Normal College.

The dancers were performing at Luneta Park for a visiting Australian film crew, and took time off to present a special act for the SEATO sailors.

Exercise "Sea Dog" involved exercises in air defence, anti-submarine and convoy operations, minesweeping and co-ordination with land operations.

AMPHIBIOUS FORCES

Another exercise, "Firm Stride," recently held on the east coast of Malaya by 3rd Commando Brigade, demonstrated the capability of the Far East Amphibious Forces Group

in landing and sustaining a brigade group.

The brigade group, with all its equipment, sailed from Singapore in the assault ship H.M.S. Fearless (Capt. M. W. B. Kerr), commando ship H.M.S. Bulwark (Capt. A. M. Power), and the L.S.T.s Kittywake and Gannet, Army ships.

They were landed near the town of Kuantan by helicopters of 845 Naval Air Commando Squadron from H.M.S. Bulwark, and the landing craft of the assault ship. Nearly 2,000 men took part in the operation.

For the first phase of the exercise H.M.S. Fearless was also used in its role of Headquarters Ship.

In the second phase a forward operating base was established ashore, which, with air resupply, was capable of operating for a protracted period.

Because of the jungle terrain, all troops were moved by naval helicopters, or on foot.



NEPTUNE IN TRIUMPH

When H.M.S. Triumph returned to Singapore on July 5, after a two-month call on the Beira Patrol, a pictorial record of the ship's activities included this hilarious scene of the court of King Neptune.



CLEOPATRA'S AUSSIE TRIP 'FAIR DINKUM'

When H.M.S. Cleopatra left Devonport on July 25, 1966, for the Far East leg of her General Service Commission, the ship's company of 240 little realised that she was to circumnavigate two continents and cover 55,725 miles in the 360 days away from home.

The highlight of the Far East leg was a month in Australian waters, with visits to Sydney, Newcastle (N.S.W.) and Geraldton (W.A.). Hospitality was unlimited and trips the equivalent of the length of the United Kingdom not unusual.

Kangaroo hunting and a rugby match on an "Australian Rules" pitch were but two other highlights of Cleo's time in Australia.

The ship had to "work" of course. Before going to Australia Cleopatra took part in an exercise with the United States Navy, and also participated in a four-nation exercise which lasted a month.

Another exercise took the ship back to Singapore for Christmas and a docking which lasted until mid-March. While in Singapore

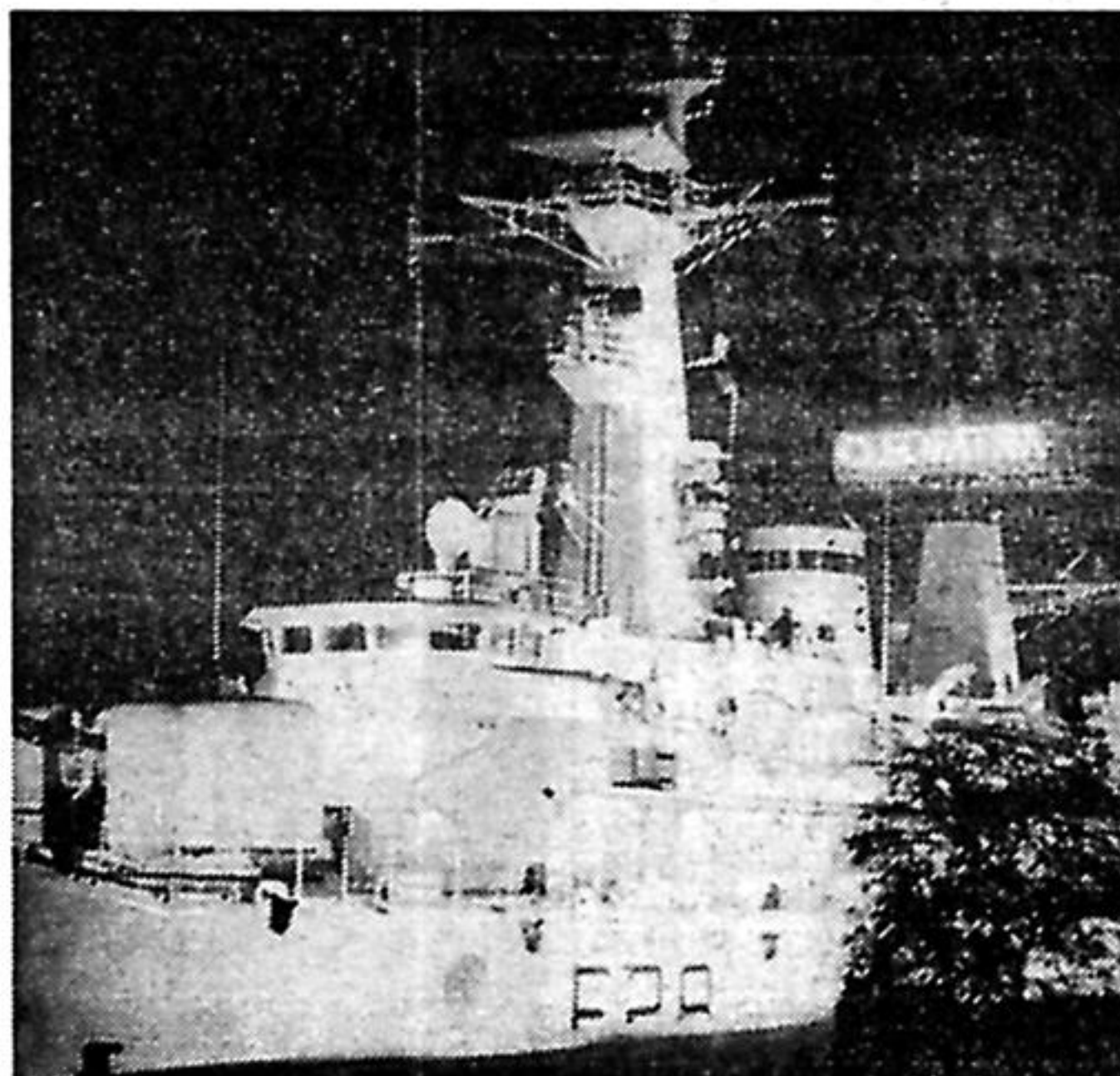
many wives arrived and leave was taken in and around Malaya.

The frigate visited Bangkok in April, flying the flag of Vice-Admiral Sir Frank Twiss.

BEIRA PATROL

Captain (D)'s inspection took place in Hong Kong towards the end of April, and then Cleo set off homeward-bound, via a Beira patrol.

The situation in the Middle East meant that the ship had to return to the United Kingdom via the Cape, stops being made at Simonstown and Singapore, and arriving at her home port on July 20.



H.M.S. Cleopatra under the floodlights

JUBILEE OF K.G.'S FUND

Grants are now £250,000 a year

In 1917, when the U-boat menace was at its height, it was realised that there was a need for a central body which would collect funds from those citizens who wished to express their appreciation of the sea Services.

In March of that year, ship-owners, officers of the Royal and Merchant Navies, merchants, representatives of marine benevolent institutions, and many others, met with the aim of ensuring adequate support for organisations that helped mariners and their dependants.

On July 5, 1917, the first meeting was held—King George V authorised the use of his name—and King George's Fund for Sailors was born. Subscriptions by this date totalled £30,000, and by the end of the year the total stood at £207,000.

From the outset the role of the King George's Fund for Sailors has never been to take the place of the voluntary organisations in any way. Instead it collects contributions and, with its expert knowledge, channels the money to the individual societies able to make use of it most effectively for the various needs of sailors and dependants.

In this way the Fund has already distributed nearly £9 million, and since 1949 the annual grants have fluctuated around the quarter-million mark.

For 1967 no less than £263,000 has been allocated to 91 associations, societies, homes, missions, etc.

The first 50 years of King George's Fund for Sailors has been a success story, and the Fund has reason to look at its past achievements with pride.

It looks to the future knowing that despite all the benefits of modern welfare developments there are still huge gaps which can be filled only by voluntary effort. The fund is confident that it can rise to the occasion.

Cadets from the Sea Cadet Corps training ship Caprice, at Bexley Heath (Kent), spent three days on board the destroyer H.M.S. Caprice at Portsmouth.

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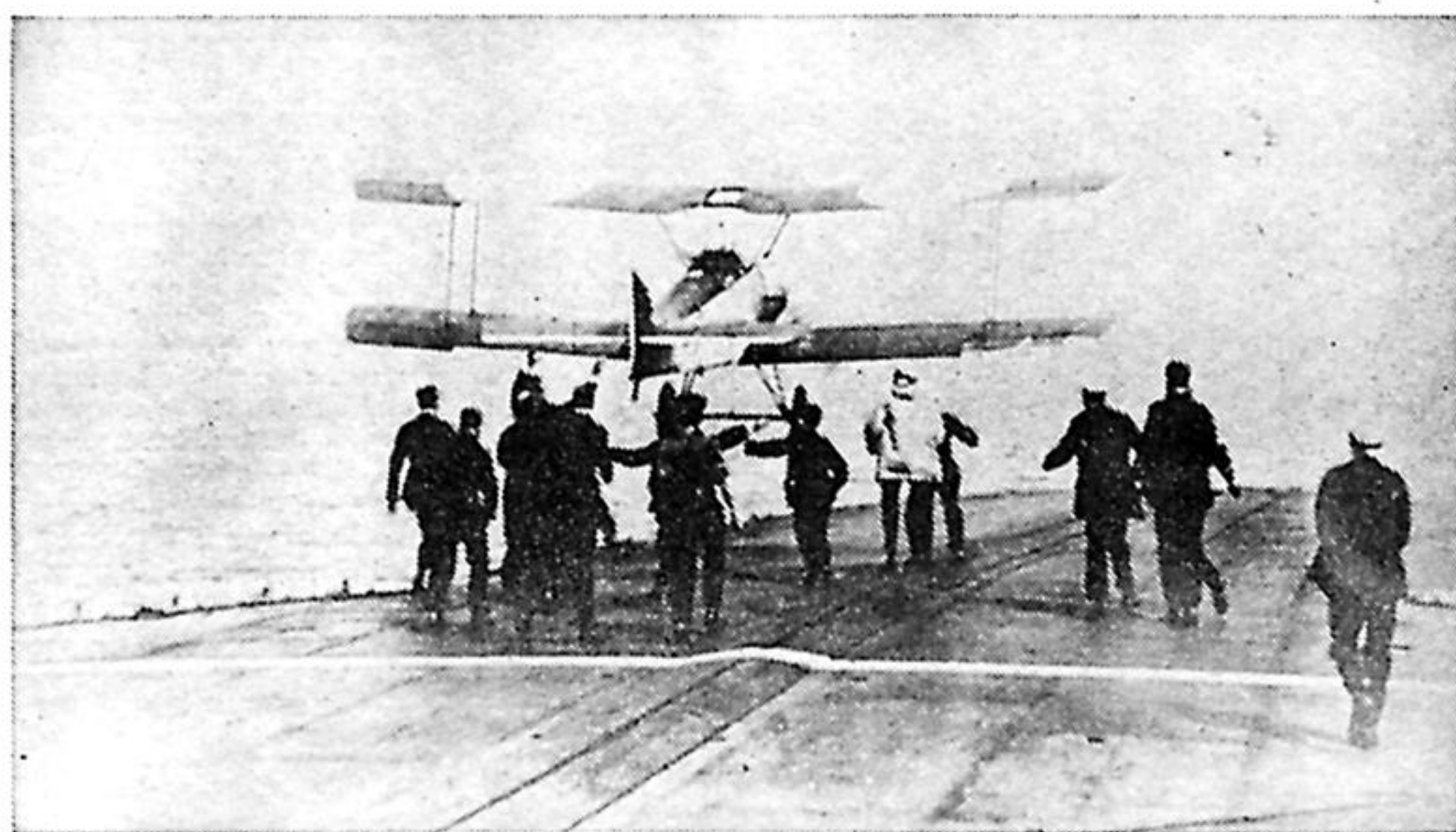
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50 years ago—birth of the aircraft carrier

NAVY NEWS SEPTEMBER 1967

5



A Sopwith Pup landing on H.M.S. Furious, August 2, 1917



Major Moore in the cockpit of a Sopwith Pup, at a display given at Old Warden Aerodrome, Bedfordshire, to commemorate the 50th anniversary of the first landing on a ship at sea

Pioneer's visit

Although aircraft had been taking off from ships for several years, and the United States Navy had made a landing on board a ship at anchor, it was not until August 2, 1917, at Scapa Flow, that an aircraft touched down on a ship under way.

The intrepid flier was Squadron Commander E. H. Dunning, of the Royal Naval Air Service. His aeroplane was a Sopwith Pup, and the ship the converted

—AND ANOTHER CELEBRATION

On July 15 Raleigh Division, the second entry of Fleet Air Arm Artificers, who had completed their apprenticeship just 20 years earlier, held a reunion in the CPOs' Mess, H.M.S. Daedalus, nearly 100 of the original 170 being present, plus nearly 60 wives.

Service drafting has obviously brought many members into contact, but for a great many July 15, 1967, was the first meeting with old friends for 20 years.

The reunion was particularly successful in the number of civilian members who appeared, some from very long distances, including one from the United States.

Most members are nearing the end of their naval careers, but the sight of so many old friends gave everyone intense pleasure.



Guests at the F.A.A. "Tiffies" reunion

IN BREECHES AND GOLF SHOES



Major Moore handles the controls of an American Orville Wright machine at the Beatty School of Flying, Hendon, in August, 1914

battle cruiser H.M.S. Furious, which had an improvised flight deck forward of the superstructure.

The Sopwith Pup literally hovered in the windstream over the deck, and was pulled down to rest by officers and men catching hold of toggles hanging below the wings and fuselage.

At a luncheon to mark the jubilee, Major W. G. Moore, a pioneer naval aviator who participated in many of the early flying trials, was present.

Major Moore, now 74, and who lives in Spain, recently visited the Fleet Air Arm Museum at the R.N. Air Station, Yeovilton.

While in England he also visited Old Warden Aerodrome and watched a demonstration flight by the only remaining Sopwith Pup in Britain which is still airworthy.

Another aviation jubilee which was recently celebrated was at H.M.S. Daedalus. It was in 1917 that a temporary sea-plane station was set up at Lee-on-Solent.

The station was a satellite of the R.N. Air Station at Calshot,

and by the end of the First World War it was used by the Royal Air Force as a training base for naval observers and later as the R.A.F. School of Naval Co-operation.

In 1939 the station was named H.M.S. Daedalus. It has remained so ever since except for the period 1959 to 1965, when it was called H.M.S. Ariel, and even then the headquarters of the Flag Officer Air (Home) at Wykeham Hall perpetuated the name.

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Jufair's 'caves' eyesore is gone

One of the biggest eyesores in H.M.S. Jufair, the naval establishment at Bahrain, popularly and appropriately known by former occupants as "The Caves," has been demolished, symbolising the changing face of Jufair—away with the old and in with the new.

There have been vast improvements in the living conditions for all ratings over the past year. The Junior Rates accommodation blocks have been finished and the last of the Senior Rates blocks will soon be occupied. The new accommodation is air-conditioned.

The NAAFI Club, recently named The Two Seas, is nearing the end of a complete redecoration both inside and out, and work is soon to start on new recreation blocks, wardroom and officers' accommodation.

'STABLES' TO GO

In the not too distant future a new headquarters, naval stores (to replace the stables) and garage are to be built.

In a year or so H.M.S. Jufair will be unrecognisable by those who have known it in the past, and people drafted to Bahrain can look forward to much more pleasant and comfortable surroundings than hitherto.



LEOPARD LIVES UP TO HER MOTTO

H.M.S. Leopard is certainly living up to her motto "Ready and Defiant" this commission. She has already sailed 67,000 miles (60,000 since leaving Portsmouth for the Far East in August, 1966)—more than she steamed in each of her three previous full commissions.

The A.A. frigate returned to Portsmouth on July 22, to be given a big welcome by friends and families. She is home for four months before going to warmer climates again.

While away, those on board had worked and played hard. There were exercises off Singapore, Hong Kong and Manila, culminating with the winning of the coveted Far East Fleet A.A. Gunnery Trophy. Christ-

mas, 1966, was spent at Bangkok.

Mombasa was visited several times during nine weeks on Beria patrol, and on the last occasion Cdr. J. A. D. Ford handed over to Cdr. N. R. D. King.

MIDDLE EAST CRISIS

Cdr. King had been on board only a week when, on May 27, Leopard was ordered to steam out of Mombasa for an unknown destination. This turned out to be Aden where, with Hermes, other frigates and a squadron of minesweepers, the ship exercised and awaited the

outcome of the Middle East crisis.

With the ending of the crisis Leopard, with Cleopatra and Ashanti, was freed to return to the United Kingdom via the Cape. This was a long haul of 10,500 miles which was planned to take five weeks, punctuated by an exciting four days at Simonstown.

Crossing the equator, King Neptune paid an official call to initiate 18 victims who had joined the ship since she left England and had previously escaped his watery eyes.

The next stop was to have been Gibraltar, but half-way up the bulge a signal turned the ship about and sent her haring off for a secret destination—though not before prospective husbands and her few sick and ailing had been transferred to Cleopatra.

MERCY MISSION

Within 20 hours a distress call was heard from a Greek merchant ship just 15 miles away.

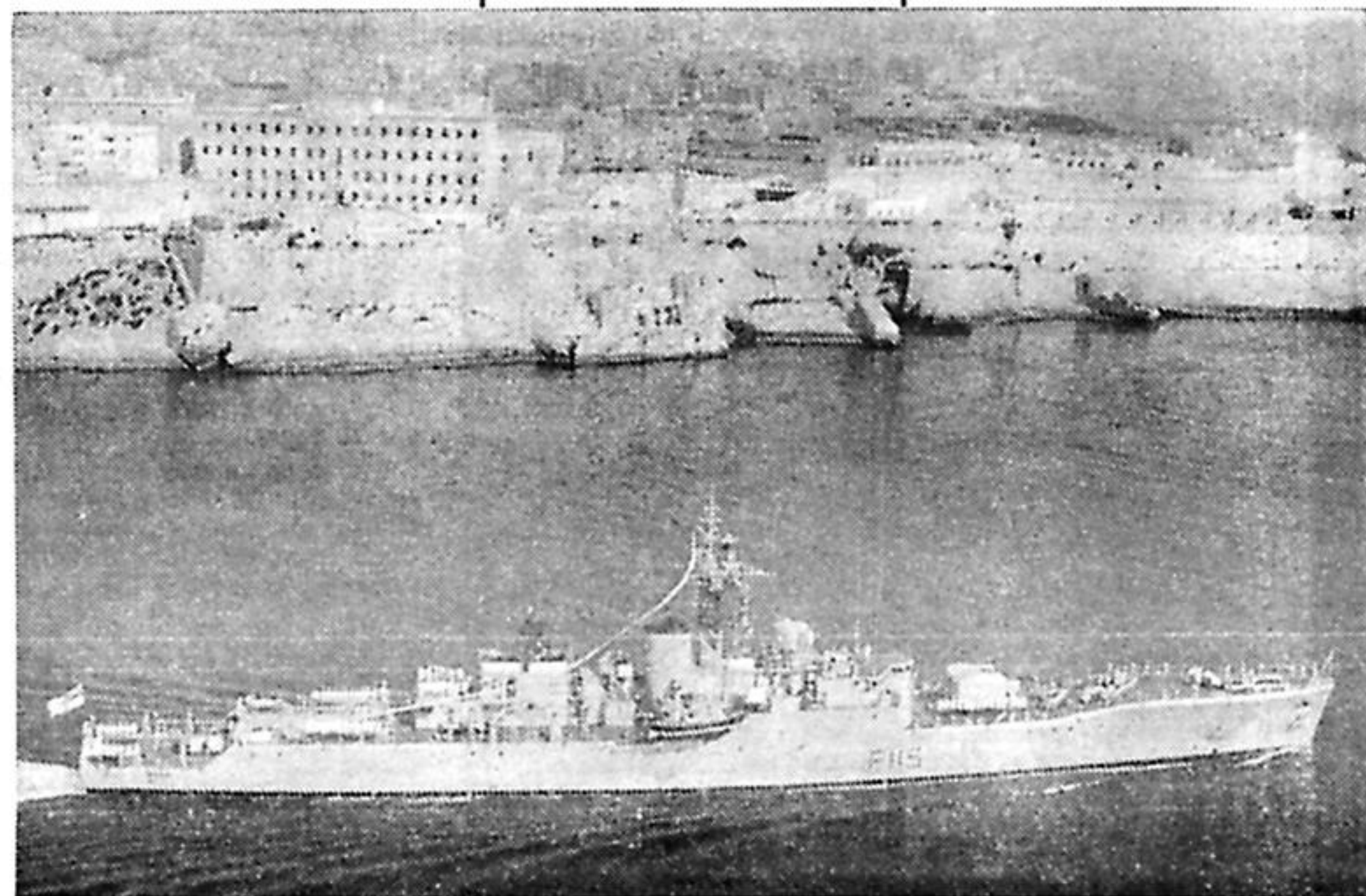
By the time Leopard arrived on the scene the Greek ship had sunk, the crew being picked up by a Swedish merchantman.

Leopard carried on for her secret destination—but not for long. ERA Callard developed appendicitis and the ship made for Takoradi, where he was landed.

Shortly afterwards another signal was received ordering the ship to turn back for Freetown and Gibraltar.

Fresh food was obtained in Takoradi but only after a little trouble. The colourful trader, Maggie Duncan, thought that the paymaster was trying to rob her—she had not known that the local currency had been devalued at midday. Eventually the ship got the food, Maggie got her money and Leopard rushed away from Takoradi for Freetown. There she refuelled and headed for Gibraltar, and home.

One of the days to remember as H.M.S. Berwick, 2,200-ton anti-submarine frigate, steamed slowly out of Malta in the June sunshine. She is to have a modernisation refit.



For seven years a 'guinea pig'

H.M.S. Berwick locked in at Chatham on July 7 after steaming 98,500 miles during her third commission as a "Guinea Pig" ship. She paid off last month for a modernisation refit.

Since returning from the Far East in September, 1966, Berwick has continued to cover long distances. She was the Royal Navy ship for the first three months of Exercise "Matchmaker III."

When the trouble blew up in the Middle East in June she was deployed, with H.M.S. Phoebe, to the Mediterranean, making a 44-hour dash from Devonport to Gibraltar.

The most recent "news" she made was a visit to Bognor

Regis where she enjoyed great hospitality.

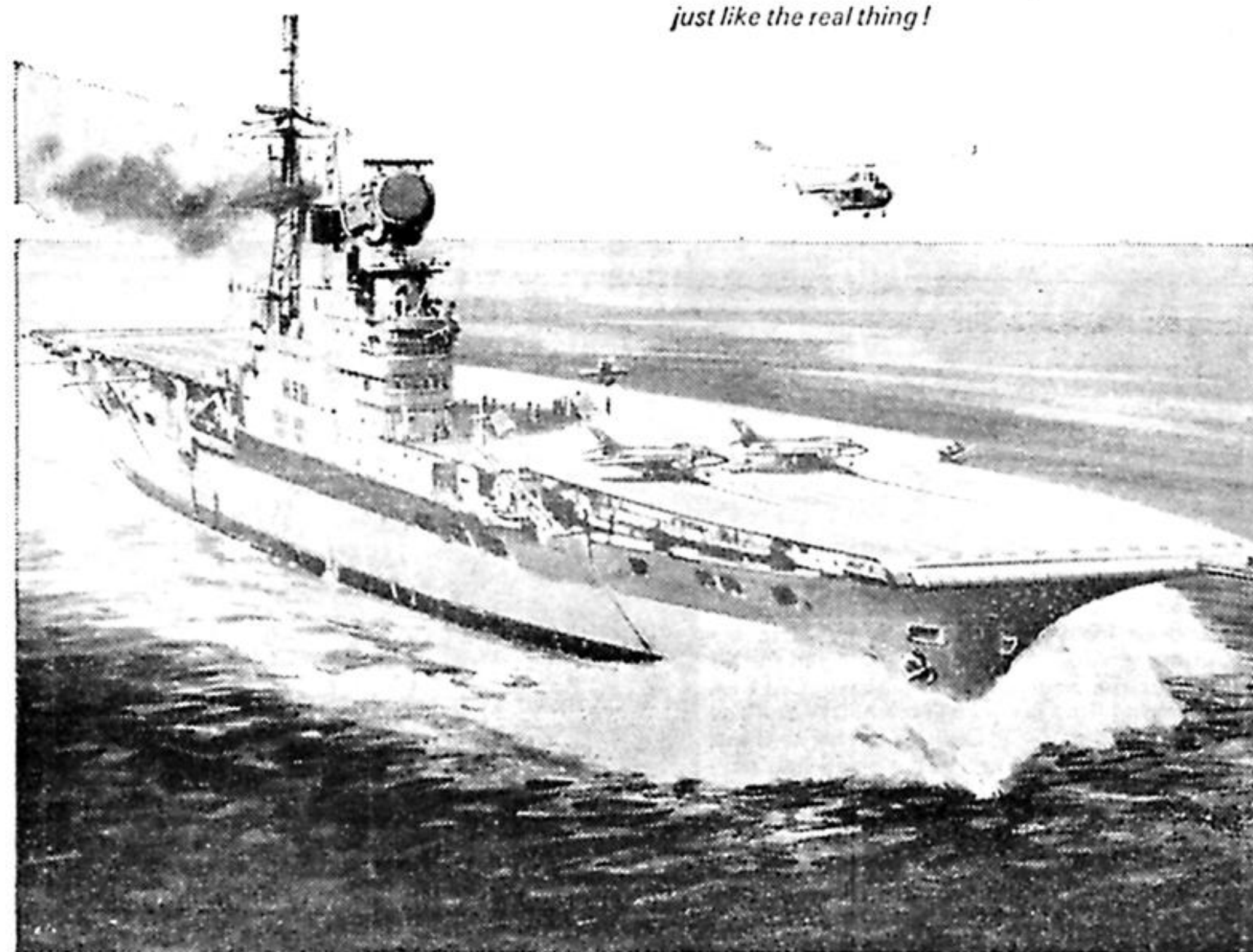
In only three of the 27 months of the third commission did the ship not go to sea. This commission beat the first commission's best month's mileage 11 times, and the second commission's four times.

Although the commission missed the magic "ton" (100,000 miles), and a quarter-of-a-million-miles aggregate, the "Chief" was heard to remark in an unguarded moment, "There's life in the old girl yet."



"Cook Drongo, sir. Request to change from tot to pot"

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Little navy 'in the dark'

Letters to the Editor

From your paragraph "Borrowing a warship," it is interesting to note that the Navy Board does not know what ships it has got! You state that "one of the two fast patrol boats the Navy still possesses is undergoing overhaul . . . so the private venture M.T.B. Ferocity has been borrowed for three weeks."

In fact, six or so "Dark" class patrol boats still exist. Three have been used until recently as fast targets, and one was on the slipway at Portland about three weeks ago. All she had to do was remount her Bofors gun and go off on fishery protection.

Originally there were 19 boats in this class built about 10 years ago, and some were scrapped after they had run their trials.

The Soviet navy has hundreds of fast patrol boats, many of which mount two 15-mile range surface-to-surface missiles, a thing the Royal Navy does not possess.

Incidentally, re "Leander launched," there are more than 100 units of the "Ton" class in the Royal and Commonwealth navies, so surely this class greatly outnumbers the Leanders?

J. A. Young.

Warminster, Wilts.

Tyndareus plea

Can any of your readers assist in helping me to trace information about the s.s. Tyndareus of the Second World War?

M. Arnoldi
(Chairman, World Ship Society, Johannesburg Branch).

Record shooting

Thank you Mr. Carver for your interesting account of shoots by H.M.S. Audacious (July issue). It was certainly a wonderful performance, and must rank as a world record in the annals of naval gunnery.

I have always held the view that individual gunlaying was just as good as director firing, at least until the end of the last war.

It was always a source of wonder to me why the Royal Navy clung so tenaciously to out-of-date 5-15 V.P. telescopes which hampered both G.L.'s and trainers.

Any more record firings?
Leslie T. Dennis.
Bathaston, Bath.

Lost painting

A large oil painting of "H.M.S. Vindictive and escort (D47) leaving Zeebrugge April, 1918," hung in the canteen of the Royal Naval Barracks, Chatham, for a number of years, but despite exhaustive inquiries from all official sources, it cannot be traced. Can any reader throw any light on its whereabouts?

It is required to be copied or photographed in connection with Zeebrugge (1918) Association's celebrations of 50 years.

A. C. OFsch.
Strood, Kent.

Powder monkey

In the cemetery at Highland Road, Portsmouth, I came across a headstone bearing this inscription:

"Beneath this stone lies the mortal remains of William Johnson, who as a powder monkey fought at Navarino, October 20th, 1827, aboard H.M.S. Genoa. He afterwards served on the coast of Syria, at St. Jean-de-Acre, and in all parts of the world. Being cast ashore when in H.M.S. Wolverine, he died at

Portsmouth workhouse July 13th, 1897, aged 86 years. He was drawn to his grave by British sailors on a gun-carriage covered with the Union Jack. This memorial was erected by public subscription to honour one who, in a humble capacity, helped to build up our Great Empire."

W. R. Bull
(Capt. Royal Navy, rtd.)
Southsea, Hants.

'Hold the fort'

With reference to "Paddy Boyle" by A. C. Adams (June issue), and "In the Trouble" by G. Rickard (July issue), may I be permitted to subscribe a tail-piece.

At the time of this incident I was serving in the Mediterranean Fleet, and well remember the Cruiser Squadron making a high-speed dash through Suez, causing the canal banks to be washed away, much to the chagrin of the Canal Authorities and the Admiralty.

At the same time a signal was made by Paddy Boyle to the C-in-C, China, reading: "Hold the fort for I am coming," and the reply he received was "Fort well held, proceed at 10 knots."

Hearty laughter was heard throughout the Fleet.
W. T. Atkins
(ex-AB H.M.S. Valiant)
Winson Green, Birmingham.

MANADON FIRST?

We feel that we cannot allow the claim of H.M.S. Ganges to have produced the first naval hovercraft (July issue) to go unchallenged.

It is over five years since Draftkraft and Maelstrom first teetered off the hangar floor at R.N.E.C. Manadon—the end products of a design-and-make study undertaken by two independent teams of A/E specialist officers.

Each craft cost about £50 to build and was powered by second-hand motor-cycle engines.

The name Draftkraft is self-explanatory, but Maelstrom deserves amplification, being composed of the initial letters of "Manadon Air Engineers' Lift-Suck-Thrust Rotary-Orifice Machine."

A member of the Maelstrom team, Lieut. V. R. Phillips, is now commanding officer of the Royal Navy Hovercraft Trials Unit at Lee-on-Solent.

Mike Kinch
(Lieut.-Cdr., Royal Navy)
Alan Tarver
(Lieut., Royal Navy)
R.N.A.S., Brawdy.

HER TWINS PICTURED

Twins 2,000 miles apart had their pictures in your July issue.

One was CPO Jack Vaughan, who at that time was in Malta saying farewell to Squadron 728, and the other his sister Jill with her two sons meeting her husband, Sub-Lieut. Worthington, off H.M.S. Victorious at Portsmouth. My late husband did 26 years in the Royal Navy, so I am always interested in all news about the Service.

(Mrs.) H. D. Vaughan.
Hither Green, London

Helped bereaved

I was quite shocked to read the letter in the August issue relating to the ransacking of a sailor's kit while he was in hospital at Singapore.

It recalled for me a wartime incident. On the second day of the Sicilian landings, H.M.S. Eskimo received a direct bomb hit aft, killing 25 ratings.

The ship in which I served, H.M.S. Tartar, towed Eskimo to Malta, and some time later the kits of two of the dead were auctioned, all bids being greatly in excess of the value of the articles. As a result, the relatives received a fairly substantial sum, perhaps when they were most in need of it.

We aboard Tartar were only too happy to have been of some little assistance to our friends in a sister ship.

A. Meiklem.
Rutherglen.

Our 'salesmen'

During the past 16 years my wife and I have opened our home to petty officers and chiefs of the R.N., R.C.N., and R.N.Z.N. when their ships visit Sydney, of which Lindfield where we live is a suburb.

A few weeks ago we were visited by H.M.S. Sirius. The two CPO's who spent the weekend with us found how interested we were in H.M. ships, and gave us a copy of the June issue of "Navy News."

We found it most interesting, and as a result now enclose a draft, being a subscription for two years' supply.

J. Hains.
Lindfield, Sydney.

The Singapore shipyard of the Vosper Thornycroft Group has received an order for 12 45-foot patrol craft for the Royal Ceylon Navy.

NAVY NEWS SEPTEMBER 1967

7

LAUNCH OF BULLDOG



LADY BELOE NAMES THE JUPITER

H.M.S. Jupiter, a Leander class frigate, was launched at the Glasgow shipyard of Yarrow & Co. Ltd., on September 4.

The ship was named by Lady Beloe, wife of the late Vice-Admiral Sir I. William T. Beloe, and the religious service was conducted by the Very Rev. Dr. Charles L. Warr.

With a standard displacement of about 2,380 tons, an overall length of 372 feet and a beam of 43 feet, Jupiter will be powered by steam turbine machinery supplied by Messrs. Yarrow themselves, with gearing by Vickers (Engineering) Ltd.

Her armament will consist of 4.5-in. guns in a twin mounting directed by a fully-automatic radar-controlled fire control and gun direction system; a Seacat ship-to-air launcher and director, and an anti-submarine mortar. A helicopter will be carried for anti-submarine use.

AIR CONDITIONING

The bridge structure of

First of a new class of coastal survey craft, H.M.S. Bulldog, was launched and named by Lady Bush, wife of Vice-Admiral Sir John F. D. Bush, Vice-Chief of the Naval Staff, at the Lowestoft shipyard of Brooke Marine Ltd., on July 12.

The new Bulldog—eighth to serve with the Royal Navy—has a displacement of just under 1,000 tons. With a cruising range of over 4,000 miles, hydrographic survey work can be undertaken in coastal waters anywhere in the world.

H.M.S. Jupiter will give all-round visibility, and the operations room information will be handled and presented by the use of semi-automatic techniques.

As with other ships of the class, a high standard of living accommodation has been achieved for the ship's company. This includes bunk sleeping, separate dining halls, and cafeteria messing.

Modern electric galleys are being installed, and the ship will be air-conditioned throughout the operational spaces and mess decks.

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It costs only a postage stamp or phone call to obtain our advice. Every enquiry receives the personal attention of one of our principals.

Used a kettle to serve the tots

"Sparkers shock" in the July issue revived my memories of the little ships.

After nine years on the beach I returned to Chatham in August, 1939, and was sent to Hull to join the Stella Leonis.

The trawler arrived with her holds full of fish and as soon as this had been unloaded, and crates of naval stores embarked, I reported to Skipper Findlay Mackay, R.N.R., and with his crew of fishermen we sailed.

On passage we opened up the crates and started to convert the Stella Leonis for mine-sweeping. My part, after checking the W/T, was to rig a yardarm and signal halyards, and stock the flag lockers.

Our job was to cover, with other trawlers, a sector from Lowestoft to Cromer, and convoy channels were swept daily. After some weeks some of the "Sparkers" were sent to Grimsby, and we worked from that port.

Radar had not got into its stride then and our little ships became the early warning system. We steamed to our positions, dropped a Dan buoy and trawled around it all day, making sighting reports of any aircraft to R.A.F. Norwich.

In heavy weather I had to sling a hammock diagonally across the bunkhouse, while others tried to wedge themselves in their bunks.

We were organised from the start with "Bubbly," finding that a kettle was the safest way to serve out the tots.

It was a tough life, but I was sorry to leave those lads. My next trips were to Calais and Dunkirk in the Wolfhound.

Phil Wills
(ex-P.O.Tel.)
Whitton, Twickenham.

Dependents' Fund Fine scheme

Would you kindly inform me if I would be allowed to join the R.N. and R.M. Dependents' Fund? I think it is a wonderful scheme, and I could send in my subs once a year the same as if I was still in the Service.

R. Gowers,
(ex-R.M. PO/X50641).

Sorry—but only men at present serving in the Royal Navy and Royal Marines are eligible to join. Wrens and naval nurses who are married may also become members.

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BRIGHTON ENDS COMMISSION ON A MERCY NOTE

Seventy-thousand miles, visiting places as far apart as Korea and Capetown; Beira patrols; fired on at Mukalla, 500 miles from Aden; towed a Panamanian freighter into Gibraltar and, to crown everything, answered a distress call from a six-ton yacht when only 15 miles from Portsmouth on the journey home.

That, in a nutshell, is a record of H.M.S. Brighton's year on the Middle and Far East stations. Brighton, commanded by Cdr. L. A. Bird, returned to Portsmouth on August 16, to be greeted by families of the ship's company.

In June the ship was sent to Mukalla where the British Residency was fired on by terrorists with bazookas and small arms, and Brighton was greeted by bren-gun and bazooka fire. She did not return the fire for fear of hurting loyal residents.

When off the Needles on August 16, those on board Brighton saw a flare from the yacht Ningi, which was in distress, the rudder having snapped off. The occupants were taken on board the frigate, and the yacht was later towed into Portsmouth Harbour.

A close liaison is kept by the ship with the town of Brighton, and she has "adopted" the St. Gabriel's Children's Home. By collecting spare foreign currency, £50 was handed to the Home.



What makes Brickwood territory even better?



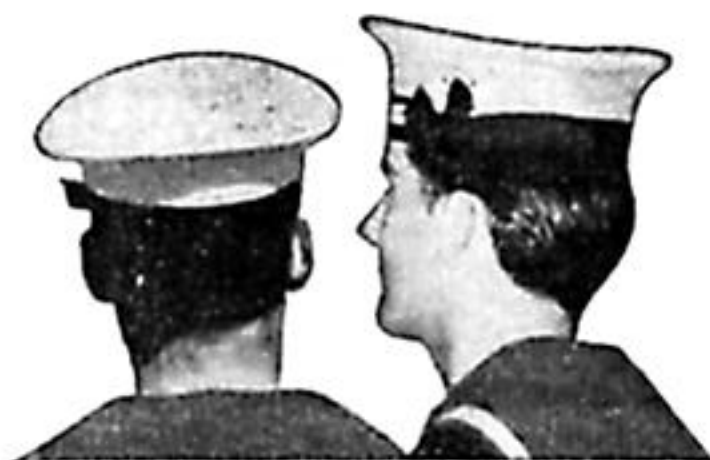
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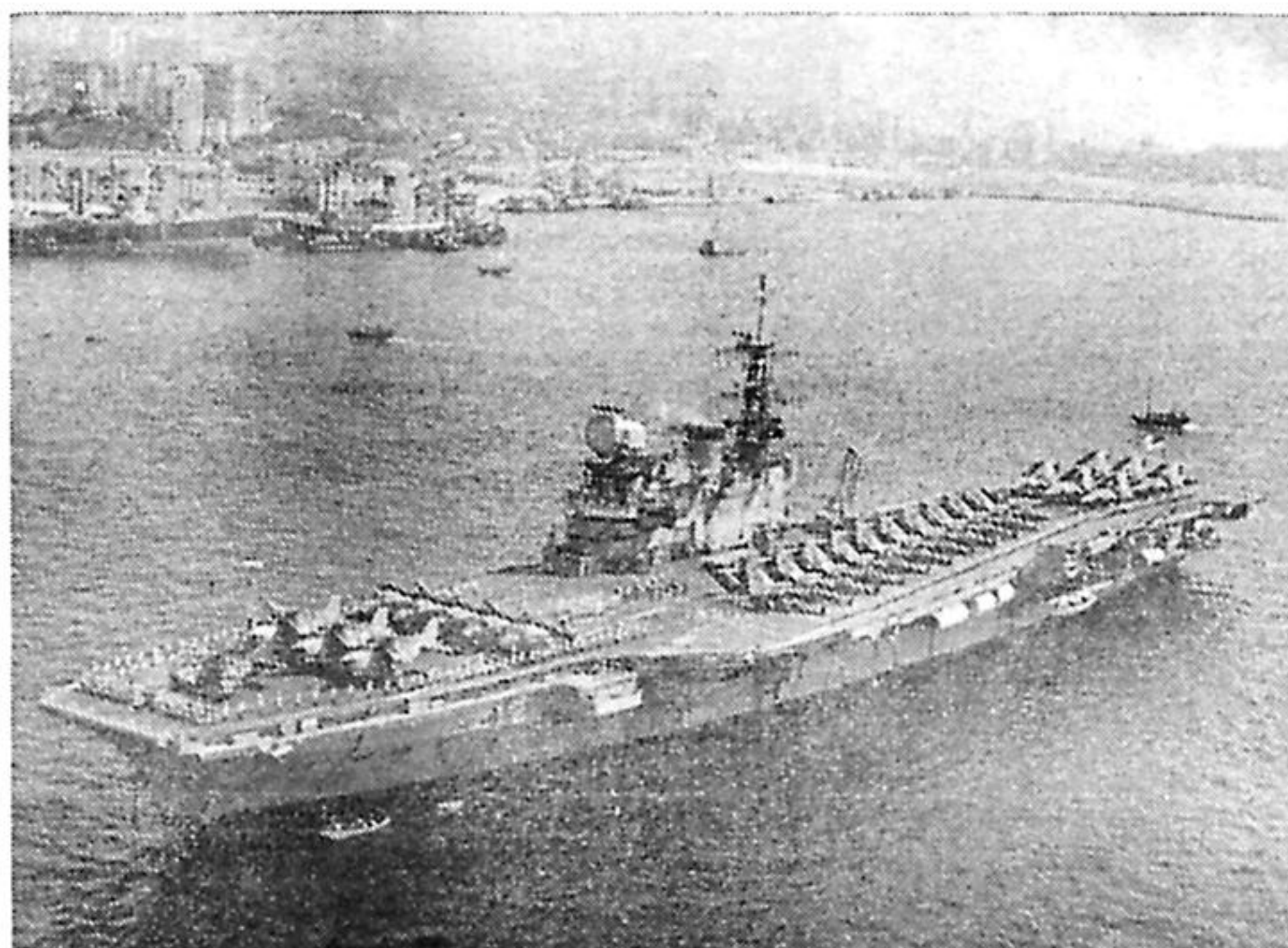
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BLOCK B, GOVERNMENT BUILDINGS, LONDON ROAD, STANMORE, MIDD.

NAVY AT HONG KONG TROUBLE SPOT In sailed Hermes



At 6.35 a.m. on August 4, Wessex helicopters of 826 Squadron, commanded by Lieut.-Cdr. R. A. Duxbury, operating from H.M.S. Hermes, landed a force of Hong-Kong police and a unit of the Welch Regiment on the rooftops of two 27-storey buildings at North Point. They were suspected to contain Communist personnel.

The operation was carefully prepared in close co-ordination with the police and Army.

All the 120 men taking part were landed on the buildings within 30 minutes from first take-off, and complete surprise was achieved.

The building in the picture is the Kiu Koon, housing the large China Products Wah Fung Store.

The carrier has now left Hong-Kong, and future ports of call include Fremantle, Western Australia.

And joined hunt for agitators



Shark bites warship

The minds of the occupants of the after messes of H.M.S. Falmouth were dreaming of home as the ship started her return passage to the United Kingdom from Mombasa.

Suddenly a ferocious thumping noise started under their feet and the pessimists among them began prophesying the loss of a screw and a month's delay in getting home.

The alarm was raised and engineers scurried from all sorts of unlikely places to investigate.

The ship was stopped and the engines put slow astern and from under the quarter-deck floated the culprit, a 12-foot shark minus various parts of its anatomy. Lower deck was cleared without a pipe to goof at this gory but still twitching Jonah.

The T.A.S. gunner was heard to remark: "Serve the so-and-so right for damaging my deep bathy this morning. At least I'll get my S.126 story approved now."

SHELLS 'CARPET'

Royal Navy bomb disposal men are tackling an undersea carpet of unexploded shells lying across five square miles of the approach to the Milford Haven tanker terminal. More than 150 have already been recovered.

It is believed that they may have been fired about 100 years ago from a fort, during experiments to develop high-explosive shells.

VETERAN JUNO'S ABOARD FRIGATE

An "Old Juno's Day" was held in the Leander class frigate H.M.S. Juno, on August 18. The ship, built in Southampton, was commissioned in July under the command of Capt. R. D. Lygo.

Most of the 30 or so "Old Juno's" who were present served in the eighth Juno, a 1938 destroyer sunk by aircraft off Crete in 1941, but some had served in the seventh ship, a cruiser built in 1895 and sold in 1920.

Among these "Old Salts" were Mr. H. R. Reynolds (82), who served as a Signalman in 1902 when Capt. (later Admiral) David Beatty commanded the ship, and Mr. H. Allen (81), Supt. Lieut.-Cdr. W. Pook (81), Cdr. W. R. Bull, Mr. G. Leal and Mr. H. G. Allen, who all served in the same ship a few years later.

The present Juno is the ninth ship of the Royal Navy to bear the name, the first being a fifth rate ship of the line built in 1757.

The present Juno, 2,500 tons, armed with Seacat guided missile, anti-submarine mortars, and 4.5-in. guns, has a total complement of 257 officers and men.

ON RUSSIAN CONVOYS

An aviator, Capt. Lygo flew Seafires from H.M.S. Indefatigable on Russian convoys and attacks on the Tirpitz. After the war, while on loan to the United States Navy, he flew Phantoms and Banshees from the U.S. carriers Coral Sea, Roosevelt, Midway and Philippine Sea.

CARYSFORT WENT HOME

H.M.S. Carysfort acted as guardship to the Royal Yacht Britannia during Cowes Week, and afterwards escorted the yacht, with the Royal Family embarked, to the Isles of Scilly and then up the west coast and round to Aberdeen.

The 22-year-old destroyer, one of the four remaining of the eight CA class, was built at the yard of J. Samuel White & Co. Ltd., of Cowes, between 1943 and 1945. She was, therefore, "at home."

Her commanding officer, Cdr. R. J. Bates, said: "Carysfort is a good working ship, and she has not missed a day's sailing since her refit at Devonport. That is pretty good for a vessel of her age."

Boys from H.M.S. St. Vincent took part in Cowes Week races aboard the Royal Navy's ketch Marabu, helmed by the Commander-in-Chief, Portsmouth, Admiral Sir Frank Hopkins.

SEND A CHRISTMAS MESSAGE

Once again wives, parents, and girl friends can send a personal message, and a record of their choice, to husbands, sons, or boy friends who are serving on unaccompanied jobs in H.M. ships and naval units away from the United Kingdom over Christmas.

The scheme applies also to Royal Marines, N.A.A.F.I. and R.A.F. personnel.

Relatives and friends who wish to take part in this scheme must make application to—"The Christmas Message Office, H.M.S. Collingwood, Fareham, Hants," enclosing a stamped addressed envelope for instructions.

Applications must be made between October 1 and 28.

The instructions from H.M.S. Collingwood will include the address of the nearest Recording Centre and the date the applicant should attend, together with a list of records

from which he or she may choose a tune.

The recorded messages are sent to H.M.S. Collingwood, where the messages are recorded on to ship tapes, and the selected tunes added.

The message and record will be played on board ship on Christmas Day.

All that relatives and friends have to do is to write to H.M.S. Collingwood for the instructions. If the husband/son/boy friend is serving in a naval air squadron or commando unit, the number of the squadron or unit must be clearly indicated.

The applications should also include the nearest branch of Messrs Currys Ltd. (for the personal recording).

Applications cannot be accepted after October 28, and the recording centres will be

available only from October 30 to November 3.

The only cost to those sending the message is the 4d. stamp on the return envelope.

Top Band

Once again the Bambara Band Trophy has gone to the Royal Naval Air Station, Yeovilton. This is the first occasion that a hat-trick has been achieved by a Naval Air Station for the Fleet Air Arm's best volunteer band.

Six Naval Air Stations took part, the competition being judged by Lieut. J. D. Place, L.R.A.M., from the R.M. School of Music, Deal.

Yeovilton's band consists of 25 instrumentalists, seven of whom are Wrens.

NINE BRIDES FOR NINE SAILORS

Robertson Hare's ejaculation "Calamity" was the only word to describe the consternation when nine men of H.M.S. Eagle learned that their ship was to sail for the Far East on August 15 instead of September 24.

And "calamity" was the only word to describe the feelings of

Eight of the bridegrooms give a "thumbs up" for the photographer

nine brides-to-be, for weddings had been arranged to take place during August.

Then the Navy acted. Capt. J. Pope, Eagle's commanding officer, said: "These men have had a lot of worry through several alterations in the ship's schedule. Some had already changed their wedding days twice. The Admiralty felt it could not ask the men to change them yet again."

The men are to be given a month's compassionate leave

and then, after the weddings, they will be flown to rejoin their ship at Singapore on October 1.

What's more, they will be able to take their brides with them for a Singapore honeymoon—at the Navy's expense, or virtually so, for the return fare will be only £6 8s.

Std. Mike Sugden said: "My fiancée was speechless when I told her. She is really thrilled at the prospect."

Later this year the wives of

Families' Page

200 men serving in Eagle are expected to fly out to join their husbands in Singapore in charter flights at £108 return—a quarter of the usual fare.

H.M.S. Eagle is expected to return to the United Kingdom in July, 1968.

INDULGENCE? —THEN READ THE SMALL PRINT

One of the more difficult subjects on which to give advice is that of "indulgence flights." A Plymouth reader, wishing to spend a fortnight with her husband when Eagle is at Singapore early in October, wonders about the possibility of an indulgence flight.

"But as I have two young children to be left at home," she adds, "I am rather worried about getting back. I have heard that it might take months for a return."

It cannot be too strongly emphasised that there are bound to be snags in anything which gets a non-entitled person from U.K. to Singapore and back for virtually nothing.

Indulgence passages are only available when spare space aboard an aircraft cannot be used for Service purposes. A passenger must be prepared to accept short notice, and there can be no guarantee of a passage out or return.

EXPENSES WARNING

A wife who succeeded in getting out would have to face the cost of accommodation, which might well be expensive, and her stay could be extended for days until a return flight became available.

The risk may be fairly remote—but none the less remains—that she might have to find her own way home from Singapore, or from an intermediate point, at her own expense.

The effort may well result in bitter disappointment, especially where a particular fortnight is wanted, or where the care of children is complicated.

At the same time, indulgence trips are a possibility. Mostly it works quite well. For anyone who is prepared to go at the drop of a hat, has a mum who is ready to take on the children, reads all the small print, takes out medical insurance, and is prepared to sell the car and telly if everything goes wrong, good luck!

NO 'RESCUE'

No "rescue" operations are available. Everything depends on the patience, availability, and circumstances of the individual, including her readiness to stand on her own feet.

A trip without worries costs £108—the price of a "prepayment passage" to Singapore, ensuring the usual notice, and a guaranteed plane both ways.

How to help families

A hint for the future was given by the Commander-in-Chief, Portsmouth (Admiral Sir Frank Hopkins) when he attended the annual meeting at Portsmouth of the Church of England Soldiers', Sailors', and Airmen's Clubs.

"Today's Service man," he said, "is relatively well paid, and highly intelligent. There is no longer a pressing need to look after him—and he would resent the suggestion that he needed looking after."

"A problem becoming more and more pressing concerns the health and happiness of Service families, and wives in particular. This applies more especially in the Navy than in the other two Services."

Admiral Hopkins said that personal intervention was very much needed in seeking out families in difficulties.

A NEW ROLE

"With CESSAC's world role diminishing in line with Government policy," he said, "its resources of people and money might well be used in this direction."

His suggestion for a new role might well help those who were wondering what would happen to CESSAC in 10 years when it was likely that its three foreign centres—in Aden, Cyprus, and Singapore—would be closed.

Byron, of Gosport (Hants).

In Hong Kong, the Families Welfare news sheet, "The Junk," while not compiled as a professional publication, succeeds in collating a mass of useful information, interspersed with interest, amusement, and even illustrations. A useful and creditable effort.



Caroline Marsh at the editorial desk of "Mem"

'Ready for inspection, Sir'

Even a captain, Royal Navy, has to unbend a little when rounds include something as undignified as the Wendy House built for children at the R.N. Officers' Club, Singapore.

Capt. R. F. Plugge, commanding officer of H.M.S. Terror, was content to accept an assurance from four-year-old Simon Tompkinson, son of Lieut. E. J. Tompkinson, of H.M.S. Manxman, that everything inside was in order.



Improving that 'finding out' chore

Wives whose husbands work on atomic reactors or some complex computerised section of industry may be forgiven for lack of knowledge on these matters, but in the case of serving men, family affairs are totally involved in the husband's career.

For a wife who may be wondering whether the next spell will be in Lossiemouth or Singapore, the thirst for information is more necessity than curiosity, and once headed for new horizons, the next requirement is to create a new life and new contacts for herself and the children.

Small wonder then that information offices, leaflets, magazines—anything that helps the

settling in and carrying on—are eagerly sought.

They provide the answers to such questions as where to go, what to do, sources of help in a crisis, and the opportunities of meeting, and perhaps helping, others.

Singapore 'Mem'

One of the most ambitious of these projects is the magazine "Mem," edited by Caroline Marsh from its office at H.M.S. Terror, the Singapore Naval Base.

Caroline, who is 28 and the wife of Lieut. David Marsh, serving in the submarine Auriga, has a girl and a boy, aged three and two.

She always wanted to be a journalist, and has been able to bring professional experience

and vitality to the task of launching "Mem," which includes in its sphere of interest all Service wives in Singapore.

Helping her as editorial assistants are Patricia Murray and Joan Davis, with Kathleen Welch as secretary.

"Mem's" aims are to inform, amuse, endeavour to achieve a better understanding between the forces and the local people, and remove barriers between our own forces.

Rather ambitious, it may be thought, but one glance at the smart glossy cover, skilful presentation, and lively content is enough to prove the value of the effort.

Caroline strongly believes in the need for better internal public relations in the Navy.

"Wives should be told more," she says, and indeed one recent article in her magazine caused a remarkable escalation of eyebrows.

Coffee 'curse'

She hopes to see removal of disparity between the Services on accommodation and on the detail of moving families around.

But wives could do more to help themselves.

"Coffee mornings are one of the curses of Service life," she declares. "First its gossip, and then spite."

"Throw away the coffee cups, cut out the rank consciousness, and get down to something sensible. There is plenty of voluntary social work to be done."

'Hermes Herald'

Another interesting information service has been started aboard the aircraft carrier Hermes. First published last December, the "Hermes Families Herald" is produced on board for the Hermes Families Association, to keep wives, parents, and children told of news of the ship and its movements, and help ease the problems of separation.

The association itself, first envisaged last October by the commanding officer, Capt. T. T. Lewin, compiles lists of addresses of members, grouped in towns or counties, to enable them to keep in contact.

Editor is Lieut.-Cdr. David Isard, of Farnham (Surrey). Staffing the printing and dispatch office are OEM Leslie Holloway, Guildford (Surrey); and AB Jack Smith, of Heckmondwike (Yorks). Typing is undertaken by L.Wr Gordon



Michael Smith



Gordon Byron



Leslie Holloway

Dependants Fund begins to pay out

The R.N. and R.M. Dependants Fund has already started to make payments. The first was to the widow of a rating who died of natural causes in the Far East.

The widow was also in the Far East, and she was given a grant of £350 through the Supply Officer within 48 hours of her husband's death—an indication of the speed with which the machinery of the Fund works, even away from the U.K.

SUBMARINERS' CORNER

Resolution trials delighted

OPEN-AIR
BARBER'S



When submarines get into warmer climes there is an opportunity for sunbathing on the casing, and for some personal sprucing-up. This is Lieut. Sutherland, aboard Artful, getting a "short back and sides" from CERA Brooks

NAVY'S PLATYPUS FOR R.A.N. BASE

The Flag Officer Submarines, Rear-Admiral I. L. M. McGeoch, who is to be succeeded in December by Rear-Admiral M. P. Pollock, visited Australia last month for the commissioning of H.M.A.S. Platypus, Australia's new submarine base in New South Wales.

He presented, on behalf of the Royal Navy submariners, a bronze casting of a platypus to the base.

While he was in Australia, H.M.A.S. Oxley, the Australian Navy's first submarine, arrived at Sydney. Oxley, an Oberon class submarine, is the first of four such boats which will replace Royal Navy submarines which have been based in Australia.

Oxley was built by Scotts of Greenock, where Onslow, Otway and Ovens are under construction.

Admiral McGeoch visited Canberra for discussions with the Australian Navy Board, and on his way home he visited the 7th Submarine Squadron at Singapore for talks with the Commander-in-Chief, Far East, and the Commander, Far East Fleet.

He also broke his homeward journey at Bombay, where he met Read-Admiral C. Nanda, Flag Officer Commanding Indian Fleet. The two were at the Imperial Defence College together.

Oberon calls at Simonstown

H.M.S. Oberon, on her way home from the Far East, called at Simonstown on August 4.

The submarine left the port on August 9, and is expected to arrive at Portsmouth on September 5.

Submarine visits in September

H.M.S. Grampus, the Porpoise class submarine, will visit Bristol from September 21 to 26, and H.M.S. Thermopylae, a "T" class patrol submarine, will visit Douglas, Isle of Man, from September 22 to 27.

H.M.S. Resolution, first of Britain's Polaris missile submarines, returned to Barrow on August 7 after completing successful sea trials in the Firth of Clyde and Atlantic Ocean. Commander M. C. Henry, commanding officer of the boat's port crew, was in command, and commented: "She handled like a real lady."

Resolution is the first Polaris and the fourth nuclear-propelled submarine to be built by Vickers Ltd., for the Royal Navy, and will now remain at Barrow in order to be prepared for final trials and commissioning. She is to be handed over to the Royal Navy in early October.

During the trials she has been put through her paces so as to test, fully, her speed on the surface and submerged; her diving capabilities; her machinery; and all her complex and new equipment. The tests included the launching of dummy missiles.

AHEAD OF SCHEDULE

Resolution left Barrow on June 22 and returned from trials ahead of schedule. Both the Royal Navy and Vickers are delighted with the boat.

Cdr. Henry said: "The trials exceeded our most optimistic hopes. Things went extremely well."

"I never ceased to surprise myself at how docile she was. In dives she felt just like any other submarine, which is a tribute to the designers and builders," he added.

When Resolution commissions, she will be taken to sea

APPOINTED 'IN COMMAND'



Left: Lieut.-Cdr. D. Brazier, the new commanding officer of the submarine H.M.S. Narwhal. His first command was the "T" class boat, H.M.S. Tiptoe, and he has served in Seraph, Sea Scout, Explorer and Artemis. On the right is Lieut.-Cdr. V. J. Shaw, who has just taken over command of H.M.S. Amphion at Singapore. Joining the submarine branch in 1958, he has served in Tapir, Sea Devil, Rorqual and Alderney

by her starboard crew under the command of Cdr. K. Frewer. After periods of training for both port and starboard crews, Resolution will be prepared for firing test missiles as final proof of her availability for patrol duties.

Germans train at Dolphin

The 2,680 tons (full load) West German support ship Lech visited Portsmouth at the end of July to enable 70 submariners to undergo training in H.M.S. Dolphin's submarine escape tank.

The Federal German Navy does not have an escape tank (although one is being built) and since 1958 the Flag Officer Submarines has provided training for German submariners.

It will be remembered that the Lech was the support ship which was in company with the German submarine Hai off the Dogger Bank, when the submarine was lost, 19 of the crew losing their lives.

Disbanding the 4th Sub. Division

With the commissioning on August 18 of H.M.A.S. Platypus, the Australian Navy's new submarine base in Neutral Bay, New South Wales, the Royal Navy's Fourth Submarine Division will be disbanded.

The two remaining Royal Navy submarines, Tabard and Trump, will spend the remainder of their operational service with the new Fourth Submarine Squadron (R.A.N.) until their disposal in 1968 and 1969.

H.M.S. Oracle commissions

H.M.S. Oracle commissioned at Portsmouth on August 7 under the command of Lieut.-Cdr. P. Hurford, after a routine refit in the dockyard.

Oracle has a complement of seven officers and 63 ratings, and of these seven are Australians. She is to operate with the Third Submarine Squadron, based at Faslane.

Opportune shows flag in South America

H.M.S. Opportune, the Oberon class submarine, is at present on a "showing the flag" cruise to South America.

She left Portsmouth on August 7 for a 12,000-mile journey, mostly submerged, and will visit Mar del Plata, Buenos Aires, Montevideo, and Rio de Janeiro.

On her way home she will call at Madeira, and is expected back at Portsmouth by mid-October.

Opportune will surface "from time to time to allow the crew to enjoy fresh air and sun, and for the traditional 'crossing the line' ceremony at the equator," said a Navy spokesman.

The submarine is commanded by Lieut.-Cdr. C. Baker, who was recently selected for promotion to commander.

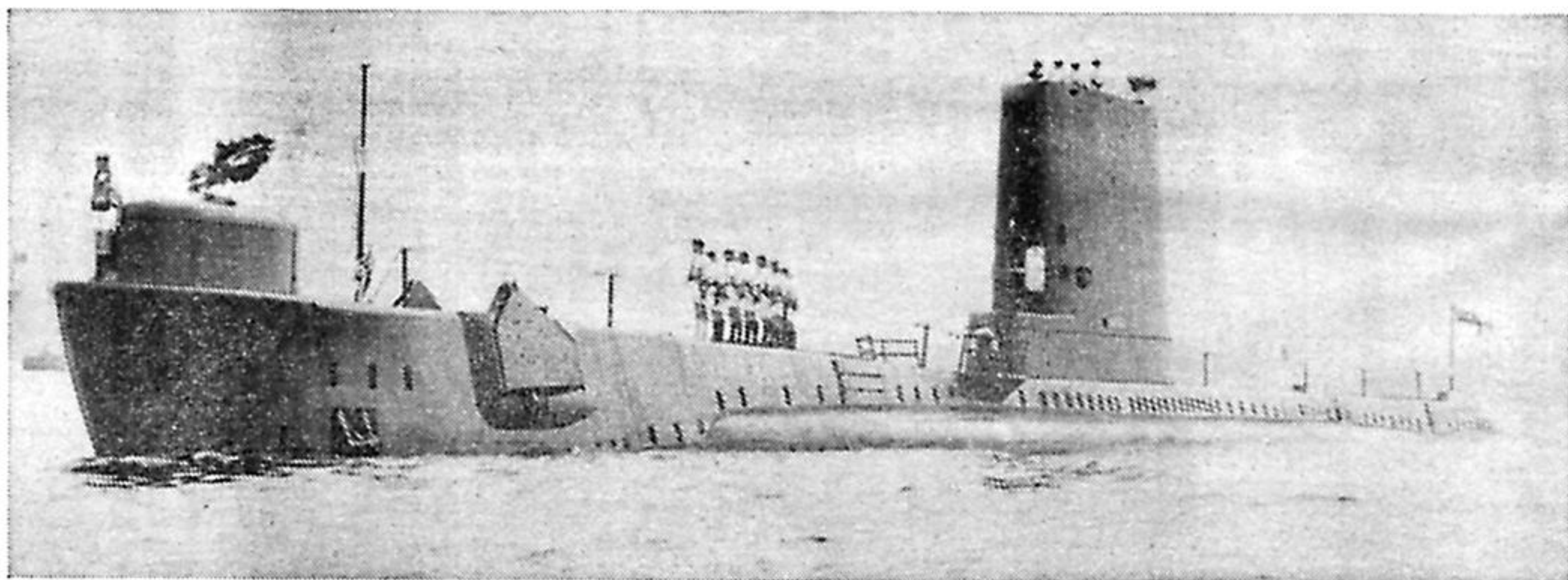
AMBUSH ON WAY HOME

H.M.S. Ambush, the "A" class submarine, left Singapore on July 25 for the United Kingdom, but she is not expected to join the 1st Submarine Squadron, based on H.M.S. Dolphin, until November.

On the way back to Britain the submarine will visit Mombasa to provide training for Royal Navy ships in the area.

Ambush is one of the longest serving submarines East of Suez, having joined the old 10th Submarine Squadron—the first squadron to operate in the Far East since the end of the Second World War—in November, 1959.

Before leaving the 4-inch gun, a distinctive feature of "A" class submarines serving with the 7th Submarines based on Singapore, was removed.



H.M.S. Ambush sails from the Johore Straits

SAUCY JOB



While the submarine H.M.S. Astute was in Devonport dockyard, Lieut. T. A. Roach, commanding officer of the boat, determined that his crew should have proper sauces served with their food, made arrangements for Cook Terence McCarthy to undergo a week's advanced cookery course in the kitchens of the Continental Hotel, Plymouth. Cook McCarthy is seen above at his "saucy" job

Token tows ship away from reef

Half-a-mile off a dangerous reef, H.M.S. Token—last of the T streamlined submarines still operational—took in tow a disabled 398-ton Danish merchant vessel.

Token, which is commanded by Lieut.-Cdr. Jeremy McCall, was on exercises off the west coast of Scotland on the night of August 20, when about 11 p.m. she spotted the disabled ship, the Opnor.

The merchant ship had broken down, and with the reef (the Dubh Artach) so near, was in urgent need of assistance.

For a submarine to take a tow, especially in any kind of a seaway, is extremely difficult, but Token managed to get a line secured.

A signal was sent to Greenock, asking for a tug to be sent, and there was a rendezvous at 11 a.m. next day, after Token had maintained the tow for 12 hours.

Token is due to pay off in

September, and will be put up for disposal.

Polaris missiles arrive in U.K.

The first Polaris missiles for the Polaris class submarines have arrived in Britain from the United States. About 128 will be acquired.

Each of the Polaris submarines carries 16 of these missiles. Those not installed in the boats will be stored at the armament depot at Coulport.

The nuclear warheads of the missiles will be made in Britain.

H.M.C.S. Onondaga (Lieut.-Cdr. G. R. Meek, R.C.N.) arrived at Chatham on September 4, having completed work-up period,

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A further step in the process of setting up the Clyde Submarine Base took place on August 10, when H.M.S. Neptune was commissioned. This article, on a project costing millions of pounds, will help to show the Navy "what is going on up there on the Clyde".

Run-in ended, Faslane faces its task

The base is being built in two main areas a few miles apart at Faslane on the Gareloch and Coulport on Loch Long. Both are now nearly complete. The base takes over the whole Clyde sub-area command from the Captain-in-Charge, Clyde, next March, when Commodore, Clyde, is appointed.

The base will be supporting the four Polaris submarines of the Tenth Squadron, and 10 Fleet and Patrol submarines of the Third Squadron, and will work-up all submarines. H.M.S. Maidstone will leave Faslane early in 1968.

Faslane itself is an interesting mixture of a naval-manned shore establishment and a small modern dockyard, with the great advantage of being built at one time for one specific task. Uniformed and civilian departments are closely integrated and come under the command of the Base Commander.

Technicians

By far the largest uniformed department which will eventually employ some 400 officers and men is the Naval Technical Department. Housed entirely in new buildings, it contains the full range of workshops from nuclear repair facilities through the air conditioned Weapons and Radio Shop to the Periscope and Mast Shop.

The Royal Naval Polaris School has been running for over a year and provides all the forms of training in the Polaris Weapon System required by the officers and ratings who will

man the Polaris submarines—the SSBNs.

The School houses a complete missile and weapons system and can simulate all maintenance and firing sequences and tasks.

The jetty is tailor-made for the submarines and ships which will operate from Faslane. It is 800 yards long and at each berth there is a complete range of services.

Floating dock

At the end of the jetty is the new floating dock built in Portsmouth Dockyard especially for Polaris submarines. A second floating dock is moored in the Gareloch and is used for the less elaborate and faster docking work.

A Stores and Support Complex, where stocks and issues are controlled by a large computer linked to supporting depots in the United Kingdom, provides a "round the clock" service to the squadrons and the Base.

The Engineering Services department produces the special electrical supplies and services, and at peak times they would be sufficient to satisfy the needs of a dockyard the size of Gibraltar.

An unusual feature is the Pneumatic Tube Despatch System which is the largest of the kind so far built in the U.K. It extends through the Base and delivers signals, correspondence and small stores.

A special organisation has been created to supervise and control the radiation exposure of men working on nuclear reactor parts in the workshops,

and to control the treatment of waste products so that no contamination occurs.

The Supply Department has a team of some 200 ratings, civilians and Wrens, which will provide 1,500 dinners a day, run the large wardroom, account for all the equipment in the naval areas of the base and to see that the submarines get their stores, and food, and keep their accounts.

In the base and its submarines there will shortly be 3,000 officers and ratings and 1,500 civilians. Houses are being built for 150 officers, 1,000 ratings and 900 civilians, and in the Base itself there will be accommodation for over 1,000 ratings in seven fine new blocks, linked by covered ways, to a large Mess and Recreation building.

Chief Petty Officers will be accommodated in single cabins, Petty Officers in cabins for three, and junior ratings in cabins of four, five, six and seven. Two later blocks due in 1969 will have single cabins for all senior ratings. A special block to house the Wrens unit will be ready by October this year.

Lock-up garages

The Mess and Recreation building contains the dining halls, bars, games rooms, TV rooms, visitors' rooms and offices appropriate to each group, with a communal shopping arcade, skittle alley, snack bar, etc.

The shopping arcade includes a kiosk, sub-post office, NAAFI shop, laundry collection and cobbler's shop, barber, tailor,

library and naval clothing store.

"Lock-up" garages are a feature of the Base. Submariners living in Neptune who are away at sea can rest assured that their cars will remain under cover.

A Family Welfare Organisation is already in being to cater for the needs of families, and consists of a Family Welfare Officer with a Chief Wren.

A fully equipped hospital with a Surgeon Captain in charge is another feature of the Base, and this will be complete in mid-November.

National appeal

A national appeal has been launched to rebuild the present Services Hostel in Helensburgh. The new hostel will be an up-to-date building providing both single and family accommodation, restaurant, games rooms and TV rooms, etc.

The recreational needs of the base are being met. Two all-weather games pitches have been built, and two more are to

follow. Two grass soccer pitches, a rugby pitch and an athletic track are also becoming available, together with the necessary pavilions.

Next year a large indoor sports centre, with a swimming pool, rifle range, cinema, covered games and sports areas and squash courts will be ready.

A Yacht Club with bar and club rooms and facilities for both service and private boaters is being provided.

The four years of planning and building are nearly over. While H.M.S. Resolution has been doing her sea trials, the naval and civilian elements have been getting the base ready to take over the task of supporting the Third Submarine Squadron from Maidstone at the end of the year.

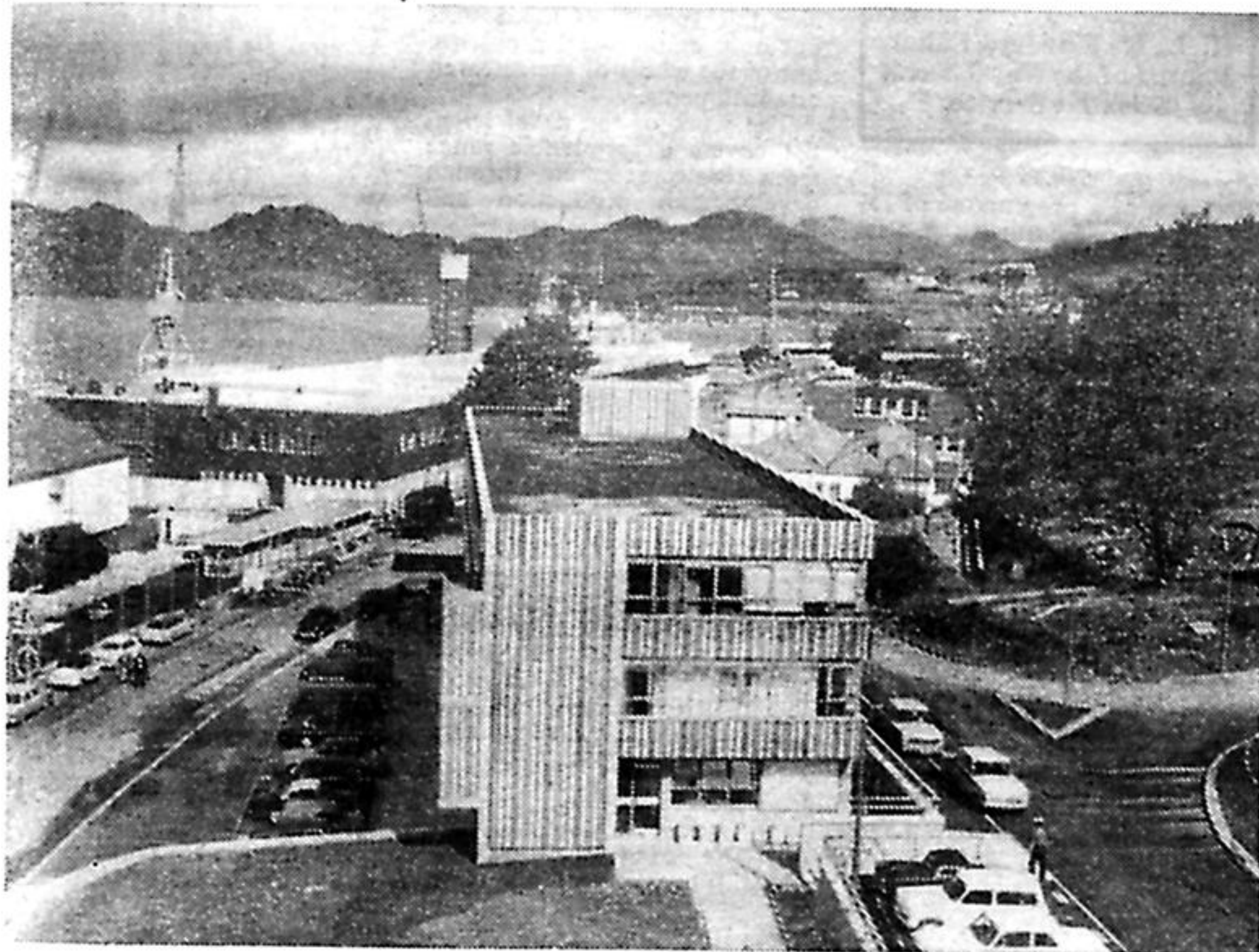
Next month Resolution will be back, commissioned to work-up and prepare for patrol next year.

The run-in has ended; Neptune is now preparing for the big tasks ahead.



Capt. and Mrs. Kent cut the commissioning cake

Administrative building in the foreground, with the workshops building beyond



ESKIMO CREW SAW VOLCANO ERUPTING

When H.M.S. Eskimo visited Civitavecchia, the port of Rome, last July, 43 ratings, including the complete staff of Goan cooks and stewards, left the ship within minutes of securing, for a public Papal audience.

During the passage to Civitavecchia, the arrival off Stromboli was made just before 2200. The sight of the volcanic island from the north-west was awe-

inspiring, with molten lava cascading down the steep slopes and entering the sea in a cloud of steam.

Fifty children—orphans from a local home—were given a party on board, and at the end they were led off the ship to the lilt of the pipes played by M(E) John Ramage of Penicuik. Nearly 100 Maltese school-

children entered for the 1967 NATO essay competition, sponsored by Headquarters Allied Naval Forces Southern Europe.

The winner of the first prize for boys, Joseph Micallef, was awarded a seven-day free trip to Naples, while the top girl, Anna Carmana Colombo, had a week's trip to Paris.

The final part of the prize was to spend a day in H.M.S. Eskimo, and the 12 winners witnessed evolutions and drills,

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Navy News

EDITOR:
W. WILKINSON
Royal Naval Barracks, Portsmouth
Tel.: Portsmouth 22351 (Ext. 72194)

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The Beira patrol ship-rotation had already nullified to a large extent the effect of the Canal closure. Ships going to the Far East or returning had a spell on the patrol, and the time taken to get there via the Cape is only about a day-and-a-half's sailing longer than by Suez.

No ship has had an extended commission because of the Canal closure, and this is in line with the Navy's pledge of a 12-month ceiling on duty overseas.

An important example of this determination to limit separation is the special arrangement made to bring the carrier *Hermes* to the U.K. for home leave, after an absence of less than nine months.

It will soon be off again, of course, raising once again the question whether the length of separation is as important as "getting it over" and having some certainty of a spell of normal family life.

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The R.N.S.S. organisation is unique in the defence scientific field, and the Navy's foresight in setting up its own research and development organisation has, over the years, produced a compact team of scientists who have specialised throughout their careers in the particular problems with which naval service abounds.

The R.N.S.S. has not been slow to adopt the traditions of the Senior Service. Much of the work of the naval scientist has gone on unobtrusively as the work of a team whose continuing efforts are devoted to ensuring that the Royal Navy is well supported scientifically in

meeting the challenge of the nuclear age.

Since the Second World War ended the tasks and problems facing the Navy have changed more rapidly than at any other time in its long history.

At the present time the Controller of the Navy is planning the ships and equipment for the Navy of the future. With new threats and changes arising from scientific advances and the political atmosphere, he relies upon the R.N.S.S., his civilian and R.N. technical officers to ensure that, within limits set by the funds available, the latest technical advances shall be incorporated in the ships of the future Navy.

Planning for a period some 10 years ahead is particularly difficult at a time when National Defence Policy is continually undergoing revision and change.

The armament programme was drastically cut at the end of the Second World War, at precisely the time when nuclear weapons, nuclear propulsion, and jet aircraft were casting their shadows upon the naval scene.

Peace cuts

Naturally such cuts demanded reduction in fighting equipment, both in hardware and in men. Nevertheless, such reductions are the logical outcome of progress, for the fighting vessel of today is a far more formidable weapon than any of its war-time counterparts.

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by
**H. L. R. Hinkley, Editor,
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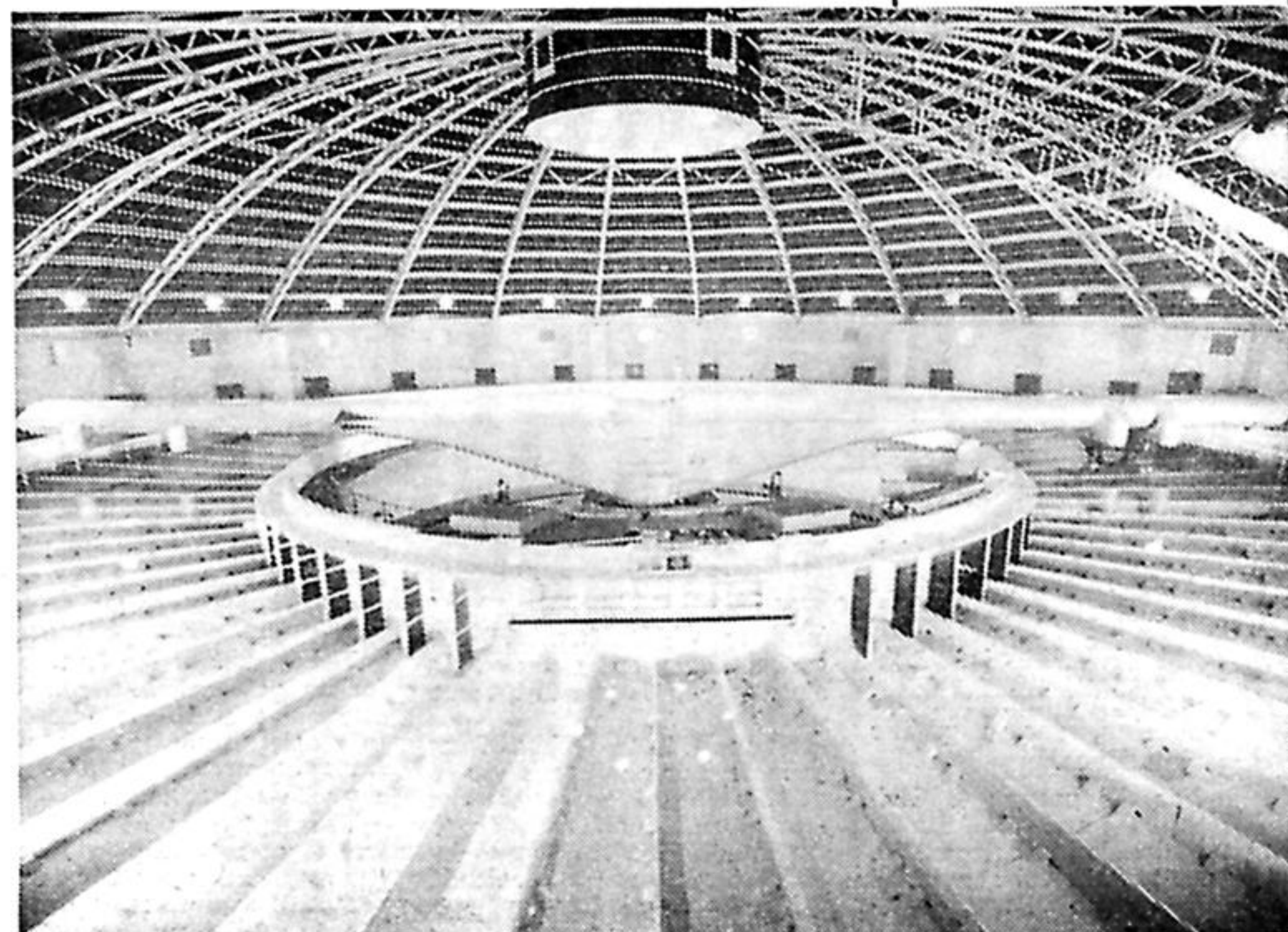
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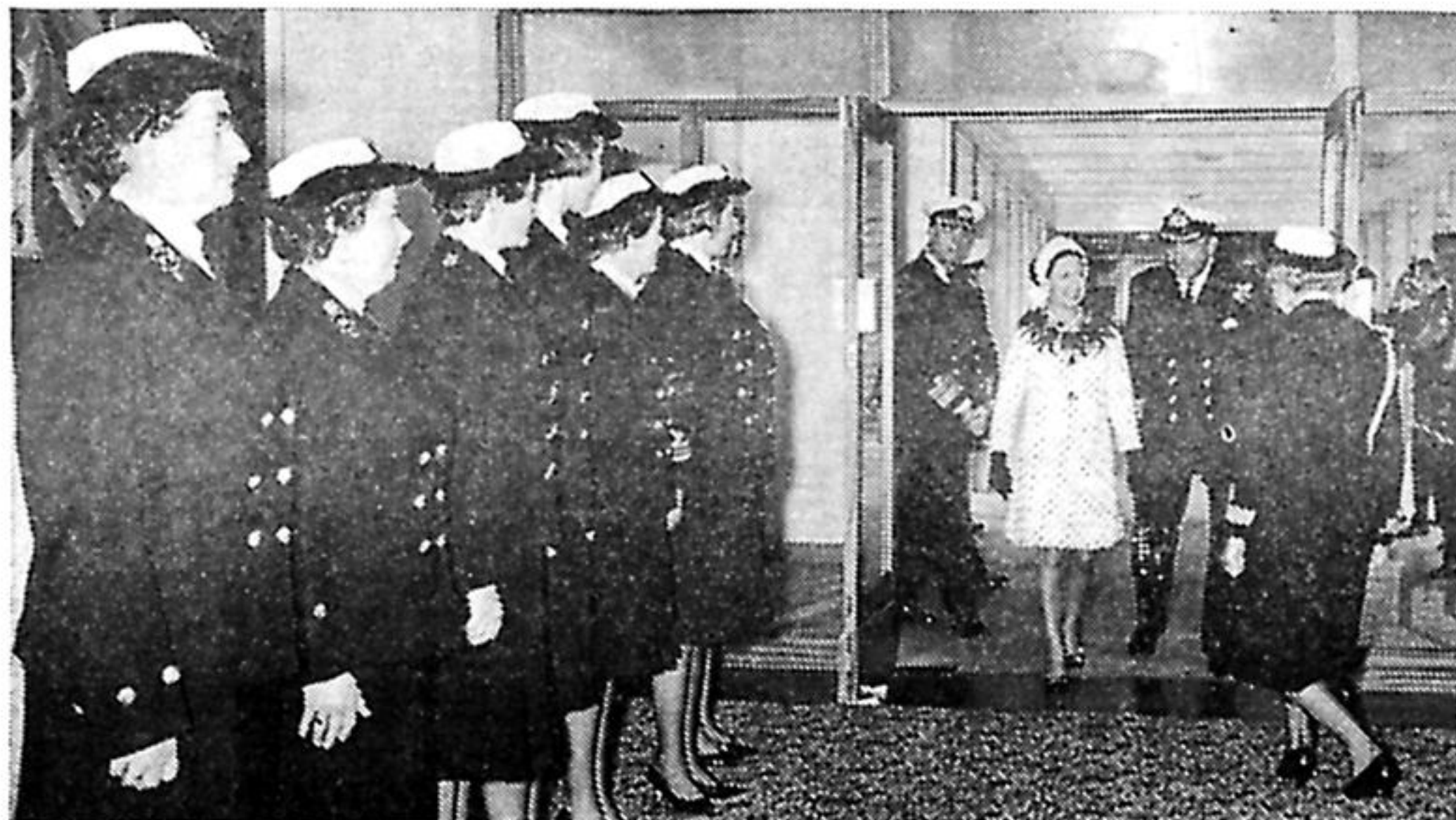
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ROYAL DAY AT LOSSIE

NAVY NEWS SEPTEMBER 1967

13



Inspecting the parade from a Land-Rover, the Princess is accompanied by Vice-Admiral Gibson. Left: A study in hemlines as Princess Margaret enters the Wrens' block. Below: Inspecting the guard

Princess opens new quarters

New living quarters for more than 1,000 naval personnel were officially opened on July 27 by Princess Margaret at H.M.S. Fulmar, the R.N. Air Station at Lossiemouth.

The new accommodation marks the completion by the Ministry of Public Building and Works of a redevelopment programme costing more than £2 million, replacing wartime huddled quarters at the station.

Princess Margaret spent nearly four hours at the station, meeting naval, Ministry and other personnel.

Built at a cost of £1 million, the new quarters provide accommodation for 232 Chief Petty Officers, 229 Petty Officers, 17 senior and 168 junior W.R.N.S. ratings and 384 male junior ratings.



FAREWELL—The visit over, Princess Margaret says farewell to Capt. D. G. Parker, commanding officer of R.N.A.S. Lossiemouth



FREEDOM PARADE

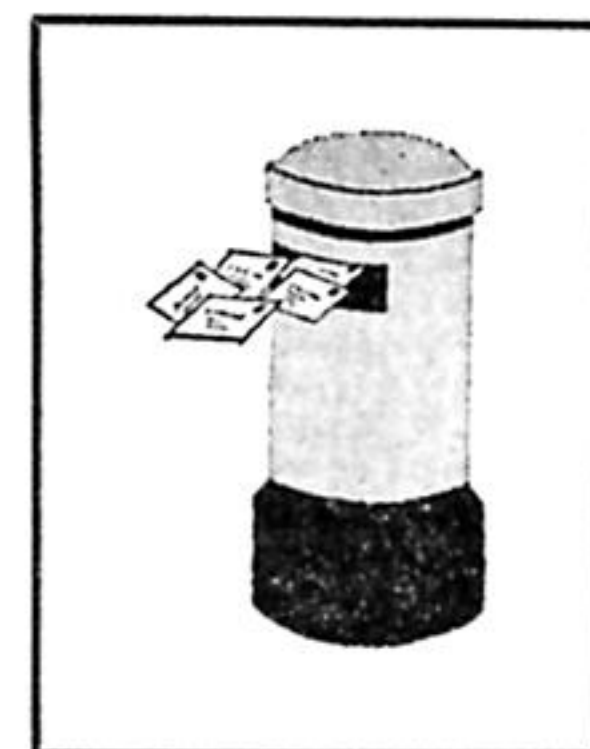
H.M.S. Fulmar had another celebration in July. On the 7th the Royal Naval Air Station celebrated its 21st birthday, and the following day had conferred upon it the Freedom of the Burgh of Lossiemouth and Branderburgh. More than 600 officers and men took part in the parade through the town



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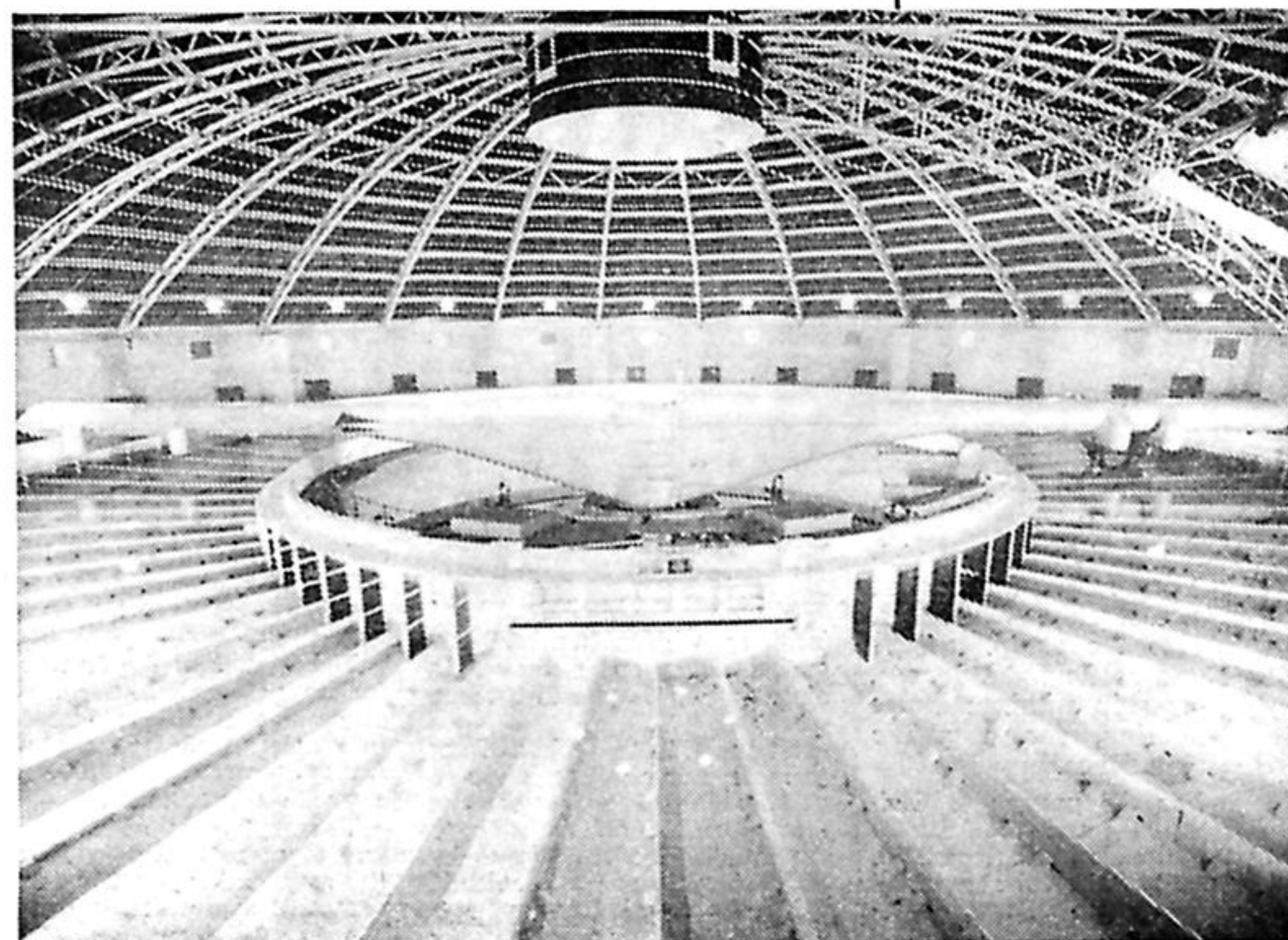
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FILMS FOR
THE NAVYTHRILLS AND
GLAMOURAssurance on
Ganges

Capt. Frank Watson, commanding officer of H.M.S. Ganges, told civilian employees in a statement on July 17, that the future of the establishment was fully assured until 1972.

After that, the role of Ganges, which has a training capacity for 1,500 boy seamen, would need to be decided in the light of legislation on the school leaving age.

Giovanna Ralli shows a shapely limb in "What Did You Do in the War Daddy?" Right: an intimate moment for Laurence Harvey and Daliah Lavi in "The Spy With a Cold Nose"

COMMENDATION

REM A. R. Page, of Birmingham, has been commended by the Commander Far East Fleet, Vice-Admiral W. D. O'Brien, for prompt resuscitation which saved the life of a child found unconscious in a swimming pool.

Escapist glamour and thrills continue to be the best "box office" for today's cinema-goers, and they are provided in generous measure among the latest pictures released for the Fleet by the Royal Naval Film Corporation.

Apart from the never-failing 007, there is the crazily-humorous tale of a bulldog spying in the Kremlin, further exploits of the "Iperess File," and a somewhat sexy Army tale.

The full list is as follows:

Funeral in Berlin.—Michael Caine, Oscar Homolka. Taut tale combining amusement with excitement in the further exploits of "Iperess File" man, Harry Palmer. First-class thriller entertainment. (Paramount.)

What Did You Do in the War Daddy?—James Coburn, Giovanna Ralli, Aldo Ray. A story told in farcical fashion of an Army exploit during the 1943 invasion of Sicily. Fast and simple humour, much of it knockabout, plus sexy fun, makes it welcome escapist humour. (United Artists.)

Ferocious battles

Dual at Diablo.—James Garner, Sidney Poitier. Battles with Indians are ferociously exciting in this story of a former army scout intent on avenging himself on the man who killed and scalped his Indian wife. Suspense and action. (United Artists.)

The Spy With a Cold Nose.—Laurence Harvey, Daliah Lavi, Lionel Jeffries. Special-agent farce about a bulldog spying in the Kremlin. The story is crazy but ingenious, and the humour broad. Amusingly played by a good cast, the film provides good light entertainment. (Paramount.)

Hombre.—Paul Newman, Frederick March, Diane Cilento. Drama centred on a white man brought up by the Indians. The tale accumulates in tension as it unfolds. Excellent dialogue, with scenic and pictorial values combining to make this a good quality Western. (20th Century-Fox.)

You Only Live Twice.—Sean Connery. Special-agent fantastical, the latest in the series of combats between James Bond and SPECTRE. Story out of this world; action fast, continuous and violent. Sean Connery in fine form, with settings sumptuous and ingenious. First-class entertainment. (United Artists.)



WASP GETS THE BUZZ



Striking picture of Arethusa's helicopter coming in to land

The Saucy Arethusa
is home once more

Only one day short of a year away, H.M.S. Arethusa returned to Portsmouth on August 21. During the 364 days away the frigate steamed 70,000 miles.

Capt. R. D. Butt, the commanding officer, and his ship's company really did see the world, for the ship, during its foreign leg, saw service in the Far East, Australia, South Africa, South America, as well as calling at Tristan da Cunha, where her helicopter assisted H.M.S. Kent in landing mail, stores, and other items sorely needed by the islanders.

After Navy Days and leave, Arethusa will serve for a period in the Western Fleet, before returning to Portsmouth for Christmas and a refit.

The present Arethusa, the eighth of her name in the Royal Navy, is a Leander class frigate of 2,300 tons, and was the last warship to be built by J. Samuel White's of Cowes. She was launched on November 5, 1963.

The first Arethusa was a 32-gun frigate of 700 tons which was captured from the French in 1759. In 1778, during the War of American Independence, she fought one of the most spirited actions on record, and inspired the song, "The Saucy Arethusa."

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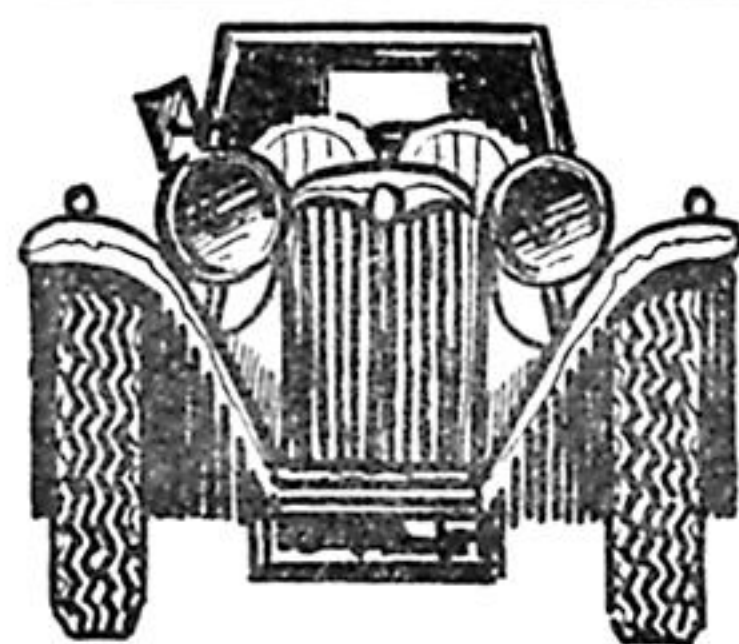
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INTREPID ON TARGET

H.M.S. Intrepid spent the August Bank Holiday at Plymouth, being a great attraction for Navy Days visitors.

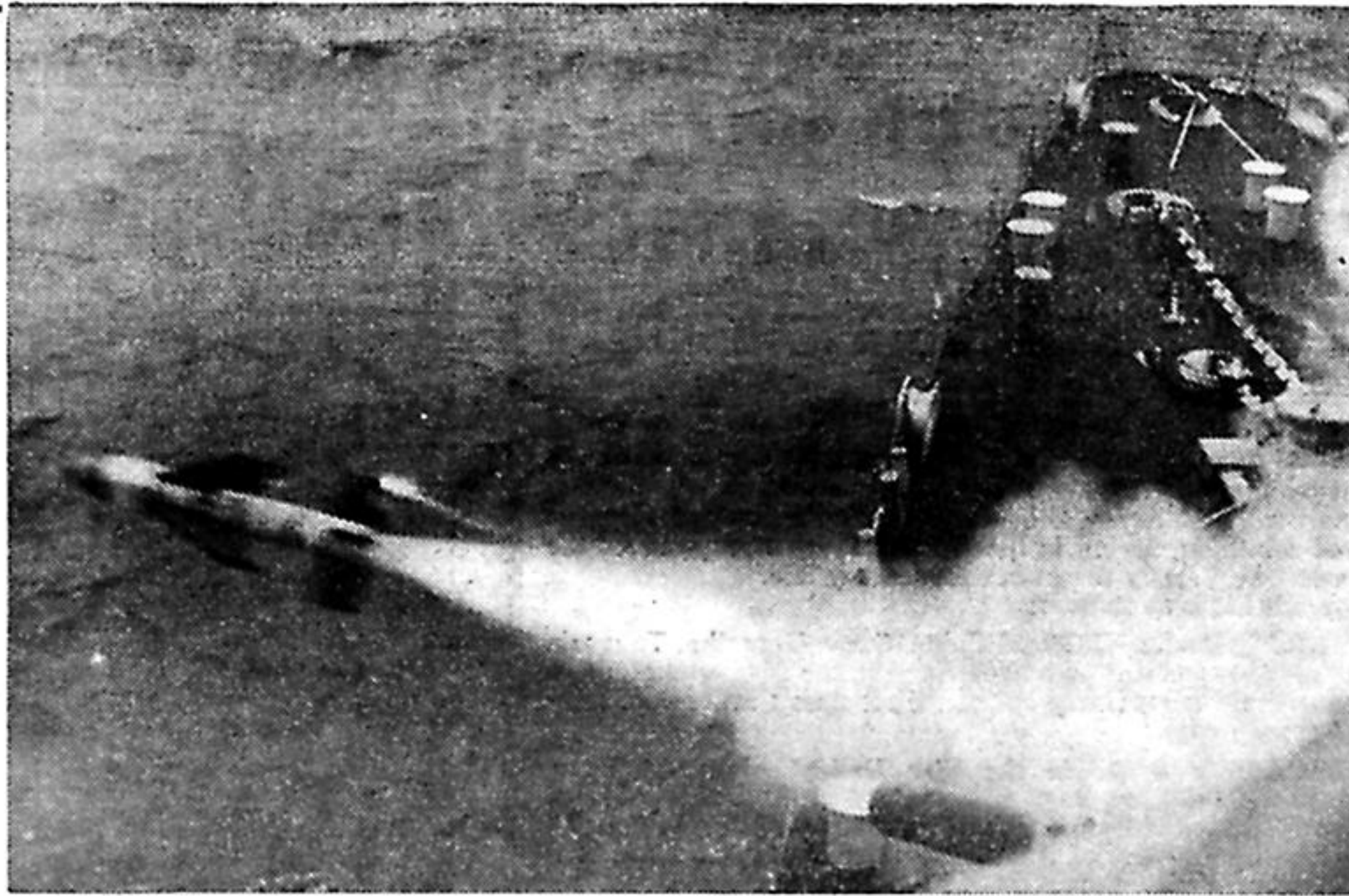
The end of June had found Intrepid working up at Portland. Much of this period was just hard work but a highlight was the Seacat firing, which proved to be impressively accurate.

Shortly after returning to Plymouth, the ship showed its paces to the Imperial Defence College, who were brought into the dock by L.C.M.

Embarked for the weekend was a hovercraft of 200 Squadron, Royal Corps of Transport.

Intrepid's name is already well known in the world of sport, and an unexpected period alongside in Plymouth's summery weather brought out all the sportsmen.

Three first elevens were fielded on the same day, but the soccer eleven lost for the first time ever, the cricketers were soundly thrashed, and the hockey team could only manage to draw.



Seacat missile fired from the port forward mounting in H.M.S. Intrepid

APPOINTMENTS

Rear-Admiral Patrick Bayly, President of the Royal Naval College since 1965, is to succeed Vice-Admiral Sir Hugh Martell as Chief of the Allied Staff at the NATO Southern Europe headquarters.

On the disappearance of his present post of Flag Officer Middle East, Rear-Admiral J. E. L. Martin will become Commander British Forces, Persian Gulf.

Four new rear-admirals are announced: Capt. C. K. Roberts, to be Flag Officer Naval Flying Training in succession to Rear-Admiral D. W. Kirke; Capt. I. D. McLaughlin to be Chief of Staff to the Commander Far East Fleet in succession to Rear-Admiral D. H. Mason; Capt. T. T. Lewin, to be Assistant Chief of Naval Staff (Policy) in succession to Rear-Admiral J. H. Adams; and Capt. G. C. Leslie, to be Flag Officer Admiralty Interview Board in succession to Rear-Admiral P. W. B. Ashmore.

Other appointments include the following:

Capt. D. W. Napper, London in command, November 7.

Capt. F. W. Watson to Drake for duty as Chief of Staff to C-in-C, Plymouth (granted rank of commodore while holding this appointment), December 13.

Capt. F. G. Lachlan, Fife in command, December 13.

Capt. R. J. Trowbridge, Hampshire in command, November 7.

Capt. J. W. Mott, Concor (R.N. Air Station, Arbroath) in command, December 13.

Capt. D. W. Napper, Ganges in command, December 7.

Cdr. J. F. H. C. de Winton, Puma in command, December 5.

Cdr. M. J. Mann, Palliser in command, July 31.

Cdr. D. L. Syms, Rooke in command and Senior Officer Reserve Ships, Gibraltar, October 10.

Cdr. G. F. J. Stoeck, Lynx in command, November 28.

Lieut.-Cdr. I. W. Powe, Walkerton in command, October 21 (acting rank of cdr.) and as Senior Officer 7th MSS, d.t.b.r.

Lieut.-Cdr. J. P. Gunning, Seahawk (812 Squadron in command), October 2.

Lieut.-Cdr. D. J. A. Bridger, Seahawk (814 Squadron in command), July 17.

Lieut.-Cdr. R. A. Morris, Ocelot in command, d.t.b.r.

Lieut.-Cdr. J. A. Rogers, Houghton in command and as Staff Officer 6th Mine Countermeasures Squadron (granted acting rank of cdr.), October 2.

Lieut.-Cdr. J. H. Pargiter, Otus September 11 and in command, d.t.b.r.

Lieut.-Cdr. B. C. Sarginson, Bulwark October 23 and for 845 Squadron in command, d.t.b.r.

Lieut.-Cdr. G. W. Barras, Seahawk (705 Squadron in command), September 14.

Lieut.-Cdr. A. R. Wavish, Cavalier in command (acting rank of cdr.), November 27, and in command, d.t.b.r.

Lieut.-Cdr. A. Portal, Stubbington November 20, and in command, d.t.b.r.

Lieut.-Cdr. G. A. S. Paul, Olympus in command, August 1.

Lieut.-Cdr. D. N. B. Mortimer, Gratton in command, September 19.

Lieut.-Cdr. P. H. F. Hudson, Wiston December 4, and in command and as SO 9th Mine Countermeasures Squadron, d.t.b.r.

Lieut.-Cdr. H. F. F. Thurston, Punctuation September, and in command, d.t.b.r.

Lieut.-Cdr. C. H. White, Chawton October 2 and in command, d.t.b.r.

Lieut.-Cdr. P. J. G. Wilkins, Goldcrest for 849 "B" Flight, October 3, and in command, d.t.b.r.

Lieut.-Cdr. G. W. Barras, Seahawk for 705 Squadron in command, September 14.

Lieut.-Cdr. B. Pradeaux, Goldcrest for 849 HQ Squadron in command, February 7, 1968.

Lieut. B. J. Stevens, Dark Hero in command, July 21.



Rear-Admiral Bayly

(Continued from col. 6)

Indian Ocean—surveying under extreme difficulties—death of the master spy Yakov—helicopter rescue from the jaws of death—here is good honest fiction, and the return of Peter Sinclair, the well-known hero of John Wingate's "Sinclair" series. But "Full Fathom Five" by John Wingate, D.S.C. (Heinemann, London—18s.) is more than fiction and a "cloak-and-dagger" adventure.

John Wingate served in submarines. His story has much that is fact in submarine working, and a thoroughness about the Surveying Navy that shows he has had first-hand experience in a survey vessel.

A first-class yarn—excitement grows from page to page—but subconsciously the reader learns a very great deal about two arms of the Service which are very much concerned in exploring and exploiting the oceans and their contents.

The Plymouth Command Cycling Club promoted a grass track cycling meeting at the Brickfields Sports Ground on July 18, and from this modest beginning it is hoped that more interest can be stimulated among the many junior riders in Plymouth.

A YO-HO-HO FOR THESE SONGS OF THE SEA

NEW ON THE BOOKSHELF

A leader in English Folk Songs and the No. 1 singing personality in his chosen field in the West Country, Cyril Tawney, who became a professional folk singer when he bought himself out of the Navy in 1959, has himself written the words and music of many fine songs.

The songs reflect his naval associations and are fine examples of his enchanting art. In "Songs by Cyril Tawney" (7s. 6d. from Peter Russell Ltd., 24 Market Avenue, Plymouth, or 8s. 3d. by post from 2 Torrington Court, North Road, Plymouth) folk song lovers in general, and those interested in naval songs in particular, will find 19 songs which will still be popular a 100 years from now.

Cyril Tawney's "singing apprenticeship" (he was probably the only regular serviceman to have his own nationwide 15-minute TV show) was mainly served during 18 months submarine service in Malta.

The songs can be heard on the D.T.S. LP "Between Decks" (LFX 1).

In *The Wreck of the Memphis* by Capt. Edward L. Beach, U.S.N. (son of the captain of the cruiser *Jarvis*, 178-202 Gt. Portland Street, London, W.1—35s.), he tells of the desperate attempts to raise steam and the minute-by-minute detail of that dreadful hour and a half.



Cyril Tawney

Your own boss

There must be few men (or women) who, at some time or another, have not felt the urge to be their own boss.

In "Be your own Boss" by Alan Frier (Management Books with Arlington Books, 15 Duke Street, St. James's, London, S.W.1—25s.) the author writes from experience. He became his own boss and has written extensively for businessmen.

On a foreword, Sir William Butlin, who arrived in Liverpool with £5 in his pocket after working his passage on a cattle boat from Canada, says: "I am happy to recommend this interesting and informative book to all enterprising men and women..."

Disaster story

It seemed incredible! From the moment that Capt. Edward L. Beach, U.S.N., had stood on the deck of the 18,000-ton battle cruiser *Memphis* saying good-bye to a fellow officer, to the moment when the mighty warship lay within 50 feet of a coral shore in Santo Domingo harbour, a complete wreck, only 90 minutes had passed.

Forty-three men had been killed—another 200 injured—on that awful day, August 29, 1916, caused by shock waves which had radiated an earth slippage in the submerged fault deep in the recesses of the Caribbean Sea, hundreds of miles to the south of South Domingo.

String games

Have you ever played about with string—not making knots and splices, but "Cat's cradles," "A man climbing a tree" and so on?

"String Games for Beginners" by the late Kathleen Haddon (W. Heffer & Sons Ltd., Cambridge—4s.), first published in 1934 and reprinted many times since, is an absorbing little volume, appealing to people of all ages.

Naval writer

A submerged submarine strikes a moving submerged object—a court martial—a spy nest in the British Isles—spies in the

(Continued in col. 4)

NEW STAR FOR YEOVILTON OPEN DAY

A representative of the Royal Australian Navy played a leading role in a short ceremony at the Royal Naval Air Station, Yeovilton, on August 25, when the Fairey Firefly Mark V (WB.271), found near Sydney, ended its long journey back to Britain.

Bought from the Australian Government by officers of the Royal Australian Navy and of H.M.S. Victorious, in which the 10,000-mile trip was made, the aircraft, one of the very few of its type left in the world, was handed over to the Patrons of the Fleet Air Arm Museum in the presence of Rear-

Admiral D. W. Kirke, Flag Officer Naval Flying Training.

This newest addition to the Museum's collection of aircraft will be available for inspection by the public at Yeovilton's Open Day on Saturday, September 9.

Another ceremony on the same day was the commissioning of 890 Squadron (Lieut.-Cdr. M. F. Kennett). The squadron will be equipped with Sea Vixen Mark 1 and, later, Mark 2, all-weather fighters. It will probably be the last squadron to be equipped with Sea Vixens before the F.A.A. receives its replacement—the McDonnell Phantom.



Neptune goes North



Visits to H.M. ships by King Neptune and his court are usually confined to ships at sea and to latitudes considerably farther south than that of H.M.S. Condor (R.N.A.S. Arbroath, Angus, Scotland). However, visitors to Condor's "At Home" day on July 22 were witnesses to a break in tradition when his Oceanic Majesty arrived in the Parade Ground riding a profusely smoking, aircraft apprentice-drawn, boiler.

After inspecting his guard of honour and decorating Captain (Apprentice) Salter with the "Order of the Golden Smokie and Peg," he supervised the shaving, topping and ducking of three of the ship's company.

During his address to the public, Neptune voiced his displeasure of "She Sailors" who dare to masquerade as sailors without ever setting forth on the sea.

The sight of their representative, pretty Radio Operator Mary Jarrett, being subjected to the full ceremonial ritual of "Crossing the Line" gave him obvious pleasure. Wren Jarrett had been selected to represent the Air Station as "Miss Condor" during a recent contest to select "Miss Fleet Air Arm."



Princess Anne to join the Wrens?

Princess Anne, studying for her A-levels next June, is expected to join the W.R.N.S. when she leaves her school, Benenden, after the examinations.

The princess, who is 16, returns to school after the summer holidays on September 19 to be captain of Guldeford House, a post she will hold for her final year there.

Penny inspired a pop number

In the West End of swinging London, mini-skirted calf-booted lovelies enjoy breathtaking exhausting gyrations, often for five hours non-stop, occasionally ringing the changes from with-it gear to anything for a giggle—tramp's outfit or fancy dress.

By day most of them earn a living feeding punched tape into



Wren Penny Shaw

auto heads or pounding teleprinters as RO Wrens in the Defence Communication Networks System, but the "pop" time headquarters is the President Club at 37 Queen's Gate Terrace, Kensington. All R.N. ratings, R.M. other ranks and Wren ratings passing through London are honorary members, requiring only their identity cards.

A popular group at the club is The Shiralee (ex-Albert Square), who had a disc "Penny Wren" and "I'll stay by your side" released on August 4.

"Penny Wren" was composed by bass guitarist Bernard Clarke about Wren Penny Shaw, whom he met at the President Club. Penny, who joined the W.R.N.S. in 1965, is single, comes from Lincolnshire, and likes travel.

In addition to a group during pay weeks and a free juke box on blank weeks, organised dances take place two or three times a year, and other activities include darts, socials, mystery coach tours, R.N. Association evenings, etc.

Wren Mary Jarrett, who was "Miss Condor" in the Fleet Air Arm contest, found herself in the arms of Neptune during the Station's At Home celebrations.

Gifts from Lynx to 'their baby'

Pictures have just been received of Lynx's baby, the girl born aboard the frigate at Port Stanley on June 27 (reported in the July issue of "Navy News").

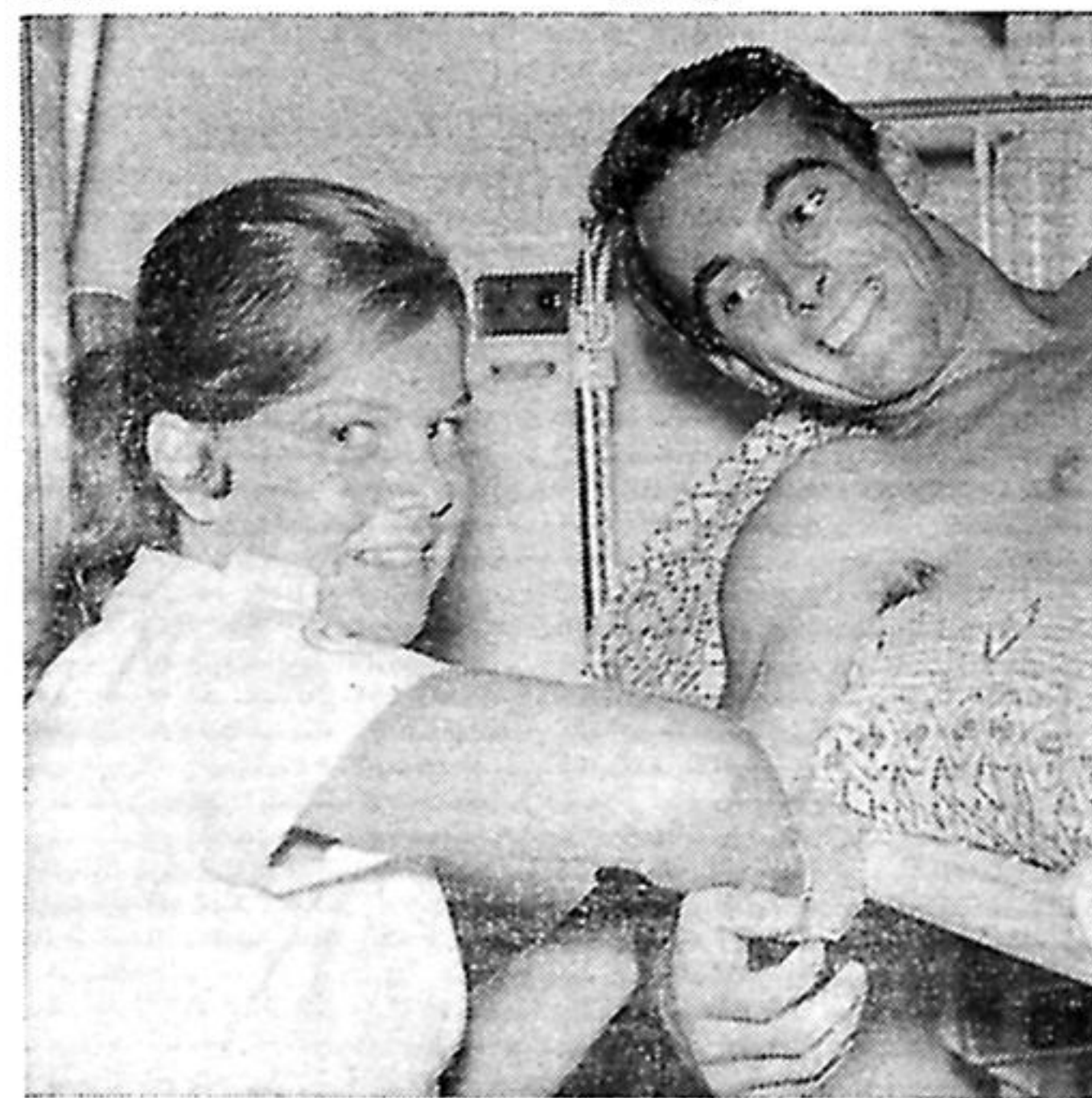
The mother, Mrs. Betty Briggs of South Georgia who was taken from the passenger ship Darwin and rushed to Port Stanley, gave birth as arrangements were being made to transfer her ashore.

Later she was taken to hospital where she was visited by a party from the ship—Lieut. George Wells, of Byfleet (Surrey), Surg. Lieut. Michael Blyth, of Poulton-le-Felde (Lancs); PO Cook Iorweth Carpenter, of Capetown; Cook (S) Graham Easto, of London; Cook (S) Roy Tomsett, of Crowley (Surrey); and LMA Peter Williams, of Shipley (Yorks).

They took with them a birthday cake made on board, and £23 collected from the ship's company to start a savings account for the baby, who is to be christened Pauline Lynx Briggs.



LMA Williams holding Pauline, the baby born aboard H.M.S. Lynx at Port Stanley.



Red Cross Sister Patricia Atkins with a cheerful blood donor from H.M.S. Hermes

'Pinta Day' aboard carrier Hermes at Hongkong

For real "blue blood" the Royal Navy is an obvious place to seek it, and Hongkong's Blood Transfusion Unit did not look in vain when the carrier H.M.S. Hermes visited this Far East trouble spot.

In two days the unit collected 526 pints in exchange for an equal number of pints of beer, and it was unfortunate that due to a shortage of equipment many volunteers had to be turned away.

At least one of the pints was a "light blue" contribution from Flying Officer William Roberts, R.A.F., at present serving in Hermes in exchange service. According to the picture, he seems to have found the experience not altogether unpleasant.

In expressing her gratitude to the personnel of Hermes, Red Cross Sister Patricia Atkins, in charge of the Blood Transfusion Unit, said: "It will certainly ease the chronic shortage of blood our hospitals always have to face."

TRIBUTE TO R.N.B.T.

H.M.S. Tyne has had a close association with the Royal Naval Benevolent Trust, and at a recent ceremony the Commanding Officer (Capt. H. R. C. Young) presented the Devonport Local Committee, through its Chairman (Chief ERA G. F. Mace) with a carved mahogany replica of the Trust's crest, and said it would serve as a permanent reminder of H.M.S. Tyne's gratitude and appreciation of the Trust's good work.

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Membership keeps up

Despite all the gloom

The 30th annual conference will be held in The Royal Commonwealth Society headquarters, Craven Street, London, W.C.2, on September 9, 1967.

The General Secretary's report states that Admiral Sir Frederick Parham will be relinquishing the presidency of the association at the end of the conference, and his place will be taken by Admiral Sir David Luce, the former First Sea Lord.

Among reports to be considered by the conference are three of outstanding importance.

They are the National Council's reports on (a) the annual subscription (b) the future of the annual reunion and (c) the future of the annual parade.

SUB. UNCHANGED

At the extraordinary general meeting earlier in the year, the National Council decided that the subscription for 1967 should be 10s., the whole of this sum to be paid to Headquarters.

The National Council recommends that subject to review if necessary when the result of the national draw is known, the present arrangements should be left unchanged for 1968, the subsequent rate being determined in 1968.

Regarding the reunion, the 1967 function will take place on November 4. The Festival Hall has been reserved for 1968, so that 1969 is the first year in which a change can be made, if conference should wish to do so.

There will be no parade in 1967, and the National Council



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recommends that the annual parade should be suspended until such time as the conference decides that its resumption would be justified.

In his report the General Secretary states: "In spite of the gloomy prognostications made at the extraordinary general meeting, the membership is keeping up."

Torquay loss

The death took place on July 6 at his home in Torquay of Shipmate Albert V. M. Roberts, secretary of the Torbay branch.

A native of Portsmouth, Shipmate Roberts served 35 years in the Service, retiring as a Warrant Engineer. He was at the Battle of Jutland.

The Torbay branch was represented at the funeral, together with representatives of the Torbay Male Voice Choir, Church of England Men's Society, Holy Trinity (Torquay) Parish Church Council, Torbay Disabled Fellowship and survivors of "Old Boy" H.M.S. Figgard, 1912-16.

OUTING TO SCOTLAND

Three coaches were needed to take the large contingent of about 115 members, wives and friends of the Wear branch to H.M.S. Lochinvar at South Queensferry on July 16, where they were the guests of the Commanding Officer, Capt. J. R. S. Gerard-Pearse, and staff officers and ratings.

The visitors were given lunch and tea in H.M.S. Lochinvar, looked around the establishment and Port Edgar, and before leaving were each given a cap ribbon as a memento of their visit.

SPLENDID GIFT

The branch President, Shipmate Dr. R. S. Thurbon, told the members on August 11 that for some time he had been trying to get a suitable souvenir to present to the branch.

Opening a large parcel he produced a White Ensign from H.M.S. Queen Elizabeth. Because of the regulations it can be used only for official conferences at the branch, when it can be unfurled as a back-drop to the platform, but the members informed the donor that it would remain a most treasured possession.

MEMORY LANE

While Shipmate A. Hindmarch (Albert, R.N., to his shipmates) was on holiday in London, he was asked to ring a certain telephone number. To his amazement the telephone was answered by an old shipmate whom he had not seen since the two served in H.M.S. Jason, 21 years ago—Shipmate Harry Cohen.

The following evening the two old friends got together and re-lived some of their experiences.

'Bat and Trap'

The annual "Bat and Trap" tournament was held at Canterbury on July 8, that branch taking the cup from Ramsgate, with Gillingham as the runners-up.

The Ramsgate correspondent reports that membership is still increasing, and recently the first ex-Wren joined.

Social events continue to take place. Visits by Dartford, Bromley, and West Ham branches are in the diary, but there are still vacant dates for any branch in the area.

REUNIONS

Members of the Ex-R.N. Telegraphists (1918) Association are holding their 35th Annual Dinner and General Meeting on board H.M.S. Chrysanthemum, King's Reach, London, E.C.4, on October 7, commencing at 6.30 p.m. Serving and Ex-R.N. Telegraphists welcome as guests. Information from A. T. Hoare, 152 Wellmeadow Road, Catford, London, S.E.6. Tel: 01-698 3240.

The reunion dinner of the Harwich Naval Force Association 1914/1918 will be held at The Victory Ex-Services Club, 63/79 Seymour Street, London, W.2., on October 3, at 7.30 p.m. Secretary: Capt. P. L. Gunn, D.S.M., R.N., Mill Cottage, Belchamp Walter, Sudbury, Suffolk.

The 11th reunion dinner of the H.M.S. Barnham Survivors' Association will be held on September 23 on board H.M.S. Chrysanthemum. Applications should be made to Mr. Len Horner, 10 Astbury Road, Peckham, London, S.E.15.

Dartford's move to new headquarters

After many happy years at the Plough, Lowfield Street, the Dartford branch has, because of the growth in membership which rendered the room at the Plough too small for comfort, moved to new headquarters, the R.A.F.A. Hall, East Hill, Dartford.

The local R.A.F. Association has been most helpful and in future all branch meetings will be held in the new headquarters on the second and fourth Mondays of each month.

The R.A.F.A. Hall has its own bar and there is a car park alongside. Once the branch has properly settled in, other branches will be invited to attend the social evenings, etc.

At a social on July 24 the branch president, Shipmate Captain F. Mills, handed over the No. 2 Area Standard to the Sidcup branch standard-bearer, Shipmate Ron Boon, this year's winner of the competition.

The president of No. 2 Area, Shipmate Sid Godfrey, a vice-president of the Association, was present and heard Shipmate J. Lyons, chairman of the Sidcup branch, thank the Dartford members for a splendid evening.

There was one sad note. Shipmate Bob Skedge, Dartford standard-bearer for so long and at one time chairman of the branch, is shortly leaving the area. He will be greatly missed by Dartford, but shipmates know he will be a great asset to his new branch.

RED LETTER DAY FOR BELFAST

August 2 was a Red Letter Day for the shipmates of the Belfast branch, for on that date Admiral of the Fleet, the Earl Mountbatten of Burma, visited the branch and re-opened the renovated headquarters and club at 55A Great Victoria Street, Belfast.

The headquarters have recently had a "D.2" refit, costing over £21,000.

An interesting report from the branch hon. secretary Shipmate T. Brown, praises the work of all those who, 21 years ago, formed the Belfast Branch of the Royal Naval Association, and the very many who have worked over the years to make the branch so efficient and worthwhile.

Earl Mountbatten, who spent the first day of his holiday re-opening the headquarters, at the request of the Belfast president, Capt. Sir Richard Pim, R.N.V.R., and members of the branch, was greeted by the branch chairman, Lieut. J. C. Bartlett, R.N.V.R., and the Lord Mayor of Belfast, Alderman W. Geddes, together with a large number of members and guests.

PIPED ABOARD

Shipmate A. White piped the Admiral of the Fleet "on board."

The chairman, in welcoming "Lord Louis" said: "I hope Lord Mountbatten will forgive me for referring to him in this manner, but during the war years that was the name we all knew, and respected. On board every ship, large or small, from the commanding officer right down through the mess decks, even the ship's cat, had either seen, heard of, or met Lord Louis."

In his usual inimitable manner Earl Mountbatten made an amusing anecdotal reply, standing on an empty beer case in the bar on the ground floor.

He spoke of his war-time connection with Sir Richard Pim, the branch president, who helped to run the war room for

DEVONPORT'S TRIUMPH



The Commander-in-Chief, Plymouth (Vice-Admiral C. P. Mills) admires the Fastest Time cup won by the Devonport team. With him is the team's first trainer, PO Collin (Taff) Howell, of Millbrook, Plymouth

Field gun teams were all 'tops'

After one of the most exciting field gun contests at the Royal Tournament at Earls Court, the Fleet Air Arm retained two of the three trophies it held, the third going to Devonport.

This year there was so little difference between the three teams that the final results always seemed to be in doubt. After 12 runs Portsmouth and Fleet Air Arm were level with 18 points, and Plymouth were only two points behind.

No new records were set up, but the Fastest Time cup, won by Plymouth in 2 min. 57.8 sec., was only one second outside the record set up by the Fleet Air Arm last year.

The closeness of the contest can be judged from the fact that Fleet Air Arm was only .9 sec. and Portsmouth 2.6 sec. behind Plymouth in the fastest runs.

The Inter-Command cup was won by the Fleet Air Arm with 26 points, but Portsmouth and Plymouth were equal second only four points behind.

The Aggregate Cup also went to the Fleet Air Arm, with a time of 48 min. 21 sec. Portsmouth was second in 49 min. 37.6 sec., and Plymouth third in 52 min. 35.9 sec.

Portsmouth Command were well in the lead for the aggregate, but a disastrous run of 4 min. 11.2 sec. put paid to their chances.

Final figures for the 16 runs were:

	Aggregate	Fastest	Points
Fleet Air Arm	48m 21	2m 52.7	26
Plymouth	52m 35.9	2m 51.8	22
Portsmouth	49m 37.6	2m 52.7	22

A new trophy—the Copenhagen Cup—for the "B" crew with the fastest aggregate time over four practice runs, was won by the Fleet Air Arm "B" crew.

REUNION FOR JUTLANDERS?

I have always thought it very gratifying that members of the Royal Naval Association, many of whom were not born until after the First World War, should turn out at "Jutland Rallies" to pay homage to their predecessors who had given their lives before they had even started their own.

While still retaining that feeling of gratification, I have been thinking about the idea of a "Rally," or get-together, for those who actually took part in the Battle of Jutland.

I would like to hear from any interested in the idea. Having recently retired I am prepared to accept a share of any work involved in bringing this about. I served in H.M.S. Neptune from 1915 to 1919.

George W. Nixon, S.W. London Branch, R.N.A., 90 Woodmansterne Road, Streatham, London, S.W.16.

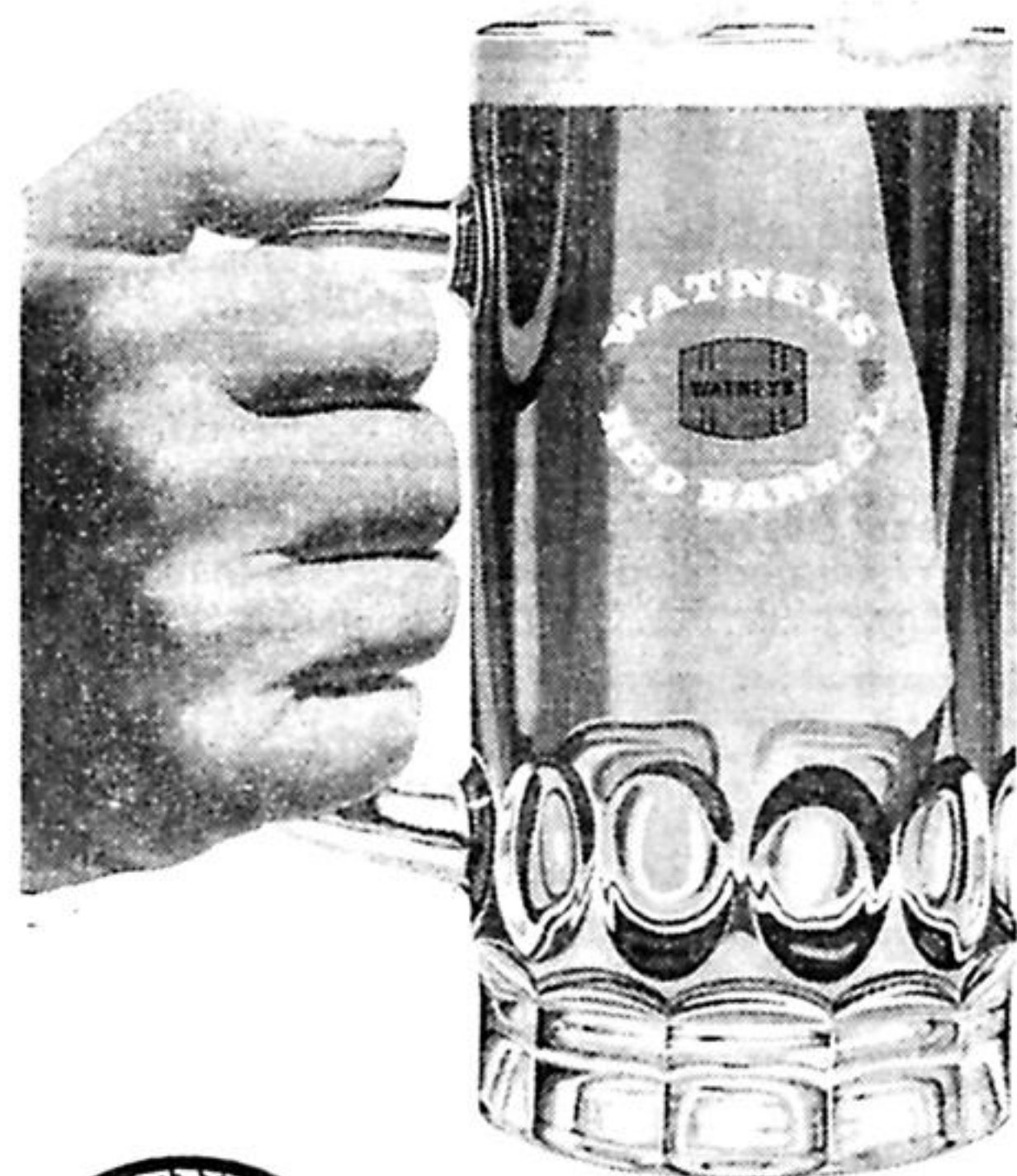
CALLING OLD SHIPMATES

Ex-Ldg. Sig. Frederick S. (Darby) Allen, of 228 Doesthorpe Road, Peterborough, would like to contact "Old Ships," H.M.S. Dominion (1914-18), H.M.S. Patrol, Fleet Aux. Whitehill, H.M.S. Repulse (1921), in which ship he was Signaller of the Watch, with "Giner" Timms as his second hand.

John H. Chapman, 12 Connaught Avenue, East Barnet, Herts, would like to hear from people of 728 Squadron (1944) or 827 Squadron (1948). He served as an LAMC at Ta-Kali, in 1944.

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HUNTING FOR GOLD

For the past four years the Naval Air Command Sub-Aqua Club has mounted annual expeditions to the Isles of Scilly with the help of the Royal Naval Auxiliary Service. In 1965 the aim of these expeditions became the search for the wreck of the flagship of Sir Cloudesley Shovell, H.M.S. Association, which sank there in 1707 together with three other ships of the Fleet.

Much research work was put into the project by Lieut. Terry Montgomery and others, but in spite of this the expeditions of

Naval expedition to the Isles of Scilly

found, one of them bronze, and an enormous anchor.

The next day the search continued, more cannon came to light, and also a gold coin of Portuguese origin dated 1704.

We had certainly found a wreck site, but was it the right one? It was clear that we needed some item which could be identified, and the bronze cannon seemed to be it.

The cannon proved more difficult to lift than we had expected, but we were granted a second week for the expedition.



NA Voisey and PO Lewis, with the first small cannon brought up

Lifting bags

R.N.A.S. Cudrose loaned us some aircraft lifting bags, and thanks to some excellent work by CPO "Chippy" Pearce from Lossiemouth, the cannon was soon back on the jetty at St. Mary's.

Unfortunately, it proved to be French so, although it is a beautiful prize, we have been unable to use it to identify the wreck as yet.

Among the other items raised were two more small bronze cannons, one of which is a breech loader, a silver coin dated 1696, and bronze pulley wheels bearing the broad arrow of the Ordnance Board.

These latter indicate that the wreck is that of a Royal Navy ship. In all, over 70 large cannon were sighted, at least three of which were bronze.

Adding up the evidence, we have found the wreck site of a

ship of about 1707, and about the size of Association. It was probably a R.N. ship. Although we have not yet proved it, we believe that it is Association.

What of the treasure? We

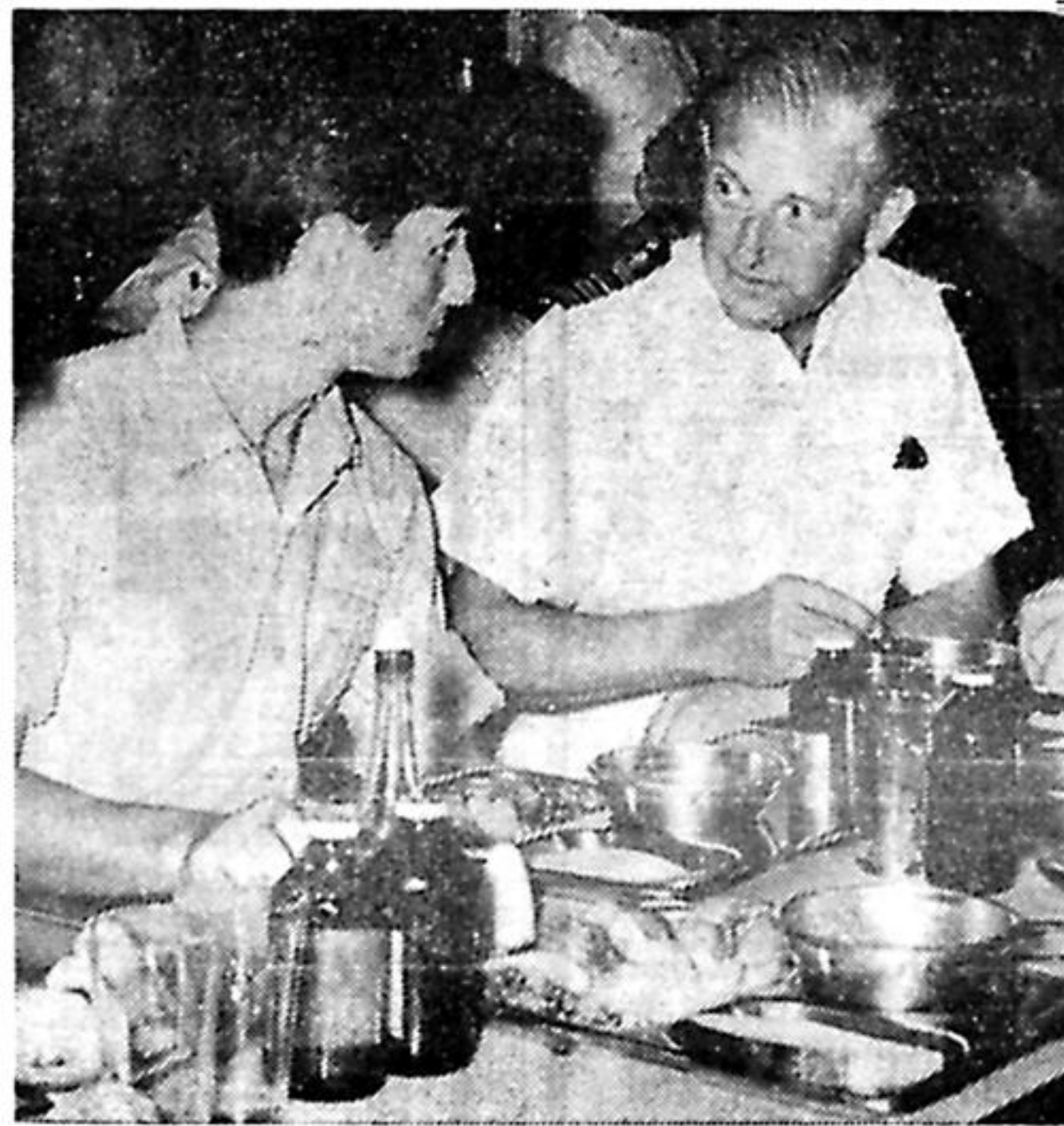
feel that there is probably a fair amount of that down there somewhere, and so, obviously do the civilian divers who have begun to descend on the Scillies.

We intend to go back for another week in the near future, not only to look for the treasure, but for anything which will dispel the doubts which remain regarding the identity of the ship which sank there some 260 years ago.

FEARLESS TOPS THE MILLION

soup, roast beef, Yorkshire pudding and vegetables, and bananas and custard, from the

menu. Capt. Kerr is seated beside 18-year-old REM Gerald Hunt, of Barrow-in-Furness



Euryalus had exciting 4 months

H.M.S. Euryalus returned to Devonport on July 25 after spending almost four months operating with the NATO "Match Maker" Squadron, having joined the squadron on April 1 in the River Elbe estuary, replacing H.M.S. Berwick.

The first trip with the Squadron was to Northern Norway, crossing the Arctic Circle on the way, for exercises with the Royal Norwegian Navy. The narrow waters of the fjords and inner leads were interesting and exciting for the many people in Euryalus who had never visited Norway.

Mid-April saw the Squadron proceeding towards Iceland—a

land of volcanos, glaciers, hot springs and lava fields, but with the most friendly of people.

After Argentina in Newfoundland and Newport, Rhode Island, Euryalus was temporarily detached from "Match Maker" to join H.M.S. Hampshire for the visit to Montreal and Expo '67—undoubtedly the highlight of the four months.

Subsequent calls were to Halifax, Nova Scotia, for the Naval Assembly to mark the Centenary of the Confederation of Canada, Quebec, and St. John's, Newfoundland.

Britannia's part in royal visits

The Royal Yacht sailed from Portsmouth on June 16 for Canada for the visits of the Queen and the Duke of Edinburgh to Montreal, and the Queen Mother to the Atlantic Provinces.

At Montreal, Expo '67 was naturally the main attraction, and tours of many of the fascinating pavilions were organised for the Royal Yachtsmen.

Britannia then proceeded to Cornwall, where the Queen and Duke embarked for visits to Expo '67 and Kingston (Ontario).

During the five days after leaving Montreal, Britannia passed through a total of 22 locks. The mainmast was scalded 38 times for passing under low bridges.

THRILLING SIGHT

Throughout the daylight part of the passage to Kingston, the Royal Yacht was accompanied by an armada of small boats of all shapes and types—a thrilling sight.

After Kingston, came Saint John, New Brunswick, where the Queen Mother embarked, visiting Fredericton and Gagetown.

After calls at St. Andrew's and Campobello Island near the New Brunswick/Maine (U.S.A.) border, Britannia visited Halifax, Nova Scotia, and Canso Lock, where Her Majesty disembarked to visit the Highland Games at Antigonish. Then came Sydney, Charlottetown (Prince Edward Island), and St. John's (Newfoundland). On passage the Royal Yacht Concert Party presented a cabaret on the fore-castle for Her Majesty. This was generally acclaimed as the best ever Yacht production.

The Queen Mother left Britannia at St. John's on July 22, and the Yacht returned for Cowes Week.

On August 7, the Queen,

Duke of Edinburgh, Prince of Wales, Princess Anne, Prince Andrew embarked at Southampton for visits to the Scilly Isles and the Western Isles of Scotland.

FAREWELL



MR. SMYTHE

To mark his retirement after 22 years' service, Mr. Smythe, wardroom mess secretary, H.M.S. Drake, was presented with a silver statuette of Sir Francis Drake and a cheque for £125, at a wardroom dinner on July 27. The presentation was made by Cdr. A. A. Pearce, President of the Wardroom Mess. Donations towards the gifts were received from all over the world

by
Jack Gayton,
Lieutenant - Commander,
R.N., Chairman, Naval Air
Command Sub-Aqua Club

1965 and 1966 were to prove fruitless due to the heavy seas to which the area is exposed.

So it was that in July, 1967, we set out once again for the Scilly Isles in the R.N.X.S. minesweeper Puttenham.

For me, personally, the project was started with mixed feelings, for this was the first time I had led a full-scale expedition. However, as Diving Officer, I was fortunate to have Lieut. Roy Graham, one of the founder members of the Naval Air Command Sub-Aqua Club. I also knew that every member of the team was an experienced and competent diver.

Expert help

Lieut.-Cdr. Ted Barter, R.N. (Rtd.), the skipper of Puttenham, had been in command of the vessels on the previous diving weeks, and his experience and knowledge of the waters there was to be a godsend during the two weeks of the expedition.

On the third day the sea calmed considerably, and we were able to start diving in earnest.

With my partner CPO "Bomber" Brown, we spotted a large cannon sticking out of a gully. Soon many more were

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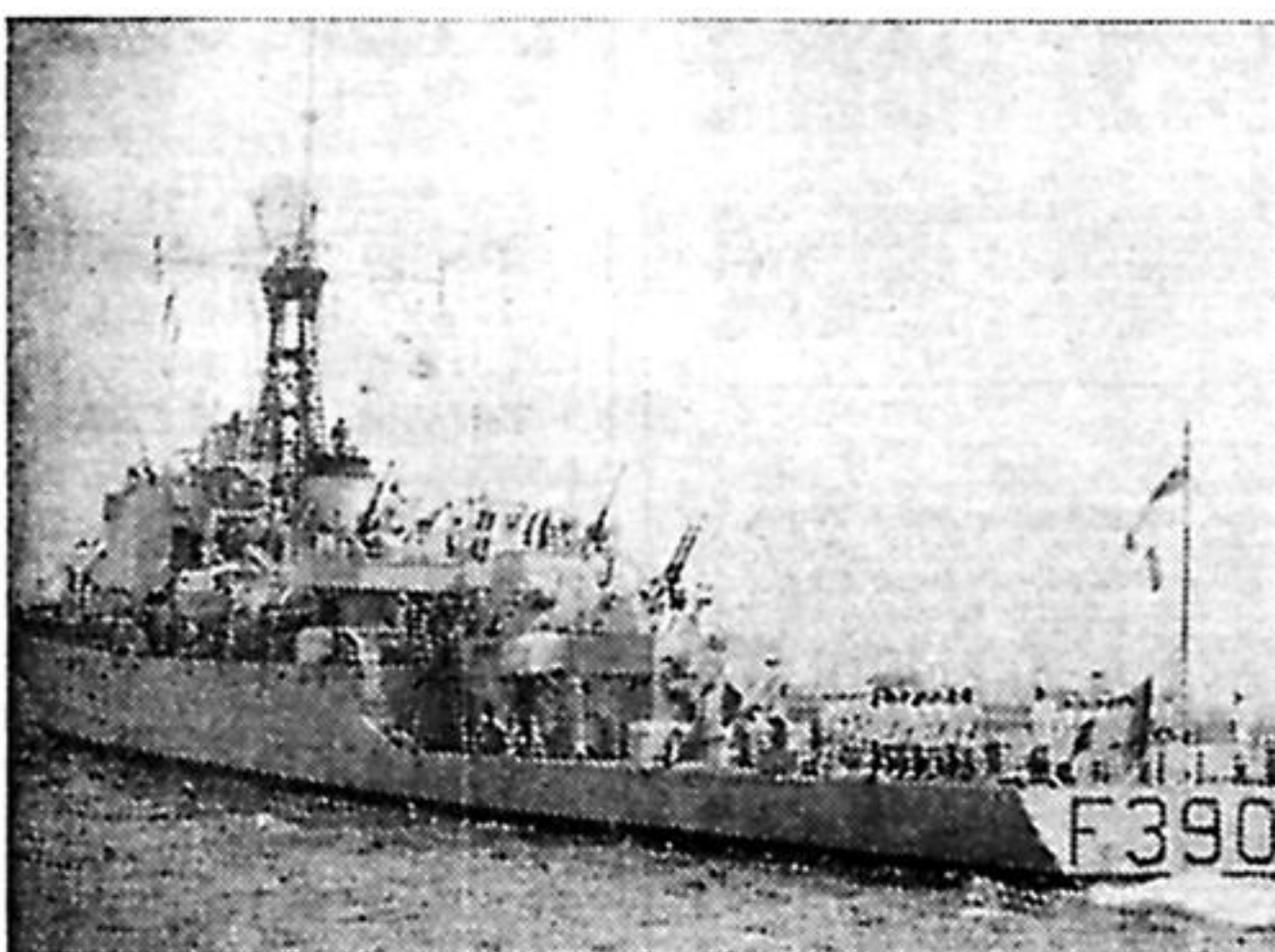
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Richard J. Bavister, A/LMA.

P/078625, H.M.S. St. Angelo.

July 16.

Patrick V. Overton, Art. App.

P/077922, H.M.S. Collingwood.

July 17.

Robert D. French, I.CEM, P/984472.

H.M.S. Ulster, July 27.

Helen S. Craigie, Wren Writer

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Navy in form at Basingstoke

In their 55-over game against the Royal Navy at Exeter St. Thomas on July 16, Devon batted, bowled, and fielded well, and on the day were much the better side.

Going in first, they knocked up 229 for 4. The opening batsmen put on over 100 for the first wicket, both being missed early in their innings. PO(E1) Ibberson bowled well, and was unfortunate to see several chances go to the ground.

In reply, the Navy managed to score only 159 for 6, L/Sea Robinson (40) being the only batsman to show aggression.

R.E. BATTED ON

In a one-day game against R.E., played at Chatham on July 23, the Navy scored 212 all out (PO Wharton 67 and L/Sea Robinson 40).

When the R.E.s went in, the Navy got three quick wickets, all to L/Wtr Marsden, but the opposition then held on, batting out time to 144 for 7.

STRONG OPPOSITION

The Navy had a good win against a strong Club Cricket Conference side at Basingstoke on July 26.

By lunch time the Navy were 101 for 8. Cadet Ellis and OA 1 Healey after lunch put on another 40 runs, the Navy being all out for 154.

Healey and Smith opened the bowling for the Navy, and had immediate success. Smith in the first two overs took two wickets, and Healey one. Healey bowled throughout, his figures being 5 for 52 in 26 overs.

The Conference opening bat, Huntley, scored 80 out of a total of 136, and was the last man out.

EXCITING FINISH

Lieut.-Cdr J. Carlill was in fine form for United Services Portsmouth in the match with a Portsmouth XI at Southsea on July 26. He scored 102 not out, going in at the fall of the second wicket.

Despite his fine batting the United Services lost by two runs.

The Portsmouth XI batted first, scoring 157, after losing their first three men for only 20 runs, and half the side being out for 79.

Carlill could not find anyone to stay long with him and then, with only three runs short of their target, the last man was

brilliantly caught by the Portsmouth 'keeper—score 155.

WRENS' CONTEST

Portsmouth Command Wrens, holders of the W.R.N.S. Inter-Command Cricket Championship title, won the title again this year.

In the opening match—Air Command versus Plymouth and Royal Marines—Air scored 185, and then dismissed their opponents for 86.

There was a close finish in the match between Portsmouth Command and Air Command. Portsmouth, who batted first, got 78, and won by six runs.

In the final Portsmouth defeated Plymouth and Royal Marines easily. Portsmouth scored 196 for six in two hours. In reply Plymouth and R.M. could score only 51.

RUGBY NOTES

Every team position is wide open

Although the main Navy fixture list does not start until January, the task of selecting and building this coming season's team has already begun, and will continue throughout the season. The first Navy game is against Devon at Exeter on October 18, and there is no doubt that Cdr. G. D. O. Randle, the new Navy selector, will be looking for new talent to try out against the strong Devon side.

Geoff Randle is himself an old Devon stand-off half who learned his rugby at Leicester. We are fortunate to have him available to apply his experience and knowledge of the game to the task of selecting the Navy side.

He will be watching games in many parts of the country during the coming months looking at likely players.

OPPORTUNITIES

As always, every position in the Navy side, including the captaincy now that Mike Davis has gone, is wide open to all comers.

The road to a Navy cap is not an easy one; you must not just play well occasionally, you must play well consistently. This means hard and steady training, and concentration on the field of play.

Many a player who started in a junior United Services, or Devonport Services team at the beginning of the season has finished it playing at Twickenham—so never give up trying. Now a word to those old players who have hung up their boots. Why not help the younger players to enjoy themselves as someone in the past helped you?

A LOT OF FUN

Take up refereeing, for

NAVY CHAMPIONSHIPS AT WIMBLEDON

In the Royal Navy tennis championships at Wimbledon last month, Lieut. G. Clarke, of the Ministry of Defence (Navy) successfully defended his title by beating Lieut. A. Dunlop, of 41 Cdo. R.M., Plymouth, 6-4, 3-6, 6-2. The final was a repeat performance of the 1963 championship, when Clarke won in straight sets. 3/0 J. Heanley, of H.M.S. Dauntless, won the W.R.N.S. singles title for the third time, when she beat the holder, 2/0 S. Hogg, of H.M.S. Vernon, 6-2, 3-6, 6-3. The finalists met for the sixth successive year. Miss Hogg has won the title four times.

The men's doubles titles went to Lieut. G. Warner (H.M.S. Alderney) and Lieut. B. Taylor (H.M.S. Collingwood), who beat Lieut. A. Dunlop and Lieut. G. Clarke 6-0, 9-7, 2/0 S.

Hogg and Surg.-Lieut. A. McGillivray (H.M.S. Pembroke) won the women's doubles title by beating 3/0 J. Heanley and 3/0 J. MacColl (Culdrose) 6-3, 6-2. Winners of the mixed doubles were Lieut. B. Taylor and 2/0 S. Hogg.

The veterans' singles title was won by Capt. W. Muspratt, and the veterans' doubles champions were Capt. Seymour-Haydon and Cdr. A. Pellew.

The Royal Air Force retained the Inter-Services championship, also held at Wimbledon, by nine wins to the Navy's five and the Army's four. This was the 18th win for the R.A.F. since the war. There was a tie in the women's events—both the Wrens and the W.R.A.F. scoring seven wins, 15 sets. The W.R.A.C. scored four wins.

BY NIMROD

You meet far more nice people in the club rooms of U.S. Portsmouth, Devonport Services, and so on, than you do watching TV. So get up out of that armchair, and do something.

Incidentally it is sometimes surprising what old rugby players do get up to. Those of us who remember Lieut.-Cdr. Ronnie Sinclair galloping about on the wing for the Navy in 1961/62 were delighted to see that he could also win the All-England Centenary Handicap at, of all things, croquet. He had the delightful honour of receiving the trophy from the Queen at Hurlingham on July 28.

Plymouth's swimmers champions

There was some fine swimming in H.M.S. Ganges on July 28 and 29 during the Inter-Command swimming and diving championships, three new records being set up in the Wrens' events.

Wren Heap, for Portsmouth, beat the existing record, set up in 1965, of 85.2 sec. for the 100 yds. backstroke by no less than 7.7 sec. Her second record was in the individual medley, when she set a new time of 77.1 sec. The previous record, set up last year, was 84.4 sec.

The women's 100 yds. breaststroke was won by Wren Critten, also of Portsmouth, in a time of 1 min. 31.7 sec., beating the previous record, set up in 1966, of 1 min. 34 sec.

The Inter-Command championship went to Plymouth with 127 points. Second were the Royal Marines with 93 points. P.O. Hayes (Air), 3 min. 35.3 sec.

Portsmouth obtained 89 points and Naval Air Command 82 points.

Portsmouth Command ran away with the Wrens' championships, scoring 83 points to Naval Air Command's 46 and Plymouth and R.M.'s 23.

RESULTS

Men's events

100 yds. freestyle.—App. Blake (Ply), 56.2 sec.
440 yds. freestyle.—P.O. Hayes (Air), 5 min. 11 sec.
880 yds. freestyle.—P.O. Hayes (Air), 10 min. 57.1 sec.
200 yds. breaststroke.—E.R.A. Livesey (Ply), 2 min. 39.1 sec.
100 yds. backstroke.—A.B. Kinsella (Ply), 66.2 sec.
100 yds. butterfly.—Shpt. Braund (Ply), 66.2 sec.
4 x 2 individual medley.—N.A. Gillard (Air), 3 min. 35.3 sec. (Disq.).
Firmboard, Wrens.—Wren Hawthorne (Air).

Wrens' events

100 yds. freestyle.—Wren Bartlemew (Ports), 67.5 sec.
100 yds. backstroke.—Wren Heap (Ports), 77.5 sec.
100 yds. breaststroke.—Wren Critten (Ports), 1 min. 31.7 sec.
1 length freestyle.—Wren Bartlemew (Ports), 18.5 sec.
3 x 1 individual medley.—Wren Heap (Ports), 77.1 sec.

Diving

Springboard, Men.—Ch. Hill (Ports).
Firmboard, Men.—Ch. Hill (Ports).
Springboard, Wrens.—Wren Hawthorne (Air).
Firmboard, Wrens.—Wren Hawthorne (Air).

Honour for Gabbett

A.A.A. decathlon champion Peter Gabbett, the 25-year-old leading air mechanic in the Fleet Air Arm, stationed at H.M.S. Daedalus, was chosen to head the British team to compete in the international decathlon event against Belgium and the Netherlands at Liege, an honour which raises hopes of Olympic selection. Gabbett is also the holder of the Southern and Royal Navy titles.

Wren Briginshaw in county side

Wren Ann Briginshaw, holder of the women's inter-service 100 yards title, was a member of the relay team of the Hampshire County Women's Athletic Association which won the event at the Southern Inter-Counties Championships at Brighton on August 5.

Other members of the team were Della James, Barbara Jones and Elizabeth Board. The race was won in 48.8 seconds.



Back row (left to right): ERA Old, O/Sea Mackenzie, CAA Valentine, PO Goodwin, Sub.-Lieut. Hallett, Lieut. Madge, O/Sea Martin, ERA Bundy, Mech Williams, LREM Thomas, Centre: Lieut.-Cdr. Isard (P.T. officer), Sub.-Lieut. Hughes, EA(A) Wynn, Capt. Lewin, Ch.Shpt Warn (captain), Lieut.-Cdr. Prest (rugby officer), AB Distin, Lieut. Ainslie, Ch.M(E) Tytherleigh (team manager). Front: POSA Paine, Mech Watson

HERMES RUGGER GIANTS OF 1966/67

Winners of the Big Ships Shield in the 1966/67 season, the H.M.S. Hermes first XV played 28 games in all, won 26, lost one, drew one, and scored 566 points against 136.

Hermes has been lucky in having considerable rugby talent to call on. Ch.Shpt Bert Warn, an experienced Navy player, captained the side very capably, and been a great asset at full-back.

In the pack, the leader, Brian

Goodwin, alias "Odd Job," an England trialist last season, used his massive strength to good effect.

The great experience of Alex Valentine, the former Scottish international, has helped a lot, and the two promising ordinary seamen, Mackenzie and Martin, were fortunate in having such an experienced hand to guide their youthful exuberance.

At stand-off, Lieut. Jerry Ainslie, a Navy cap in 1966, got

the three-quarter line going in splendid fashion. On the wing, Ben Wheeler's determined running and apparent impregnability have been a great feature.

It is not possible to mention all the Hermes players, but special mention must be made for the ship's outstanding player, AB Barry Distin. At scrum half, apart from giving excellent service to his stand off, he scored some memorable tries by his elusive and lightning type dashes down the field.

Croquet isn't a vicious game

(SAYS THE CHAMPION)

Croquet Champion of Scotland and All-England are the proud titles held by a naval officer, Lieut.-Cdr. Ronnie Sinclair, stationed at Rosyth.

A native of Edinburgh, Lieut.-Cdr. Sinclair learned croquet, and only played it, in naval establishments, until he went to Rosyth and joined the Edinburgh Croquet Club. He first played at Daedalus, then at Excellent, Victory, and Vernon, which had a particularly keen croquet section in the Wardroom.

On July 1 he took part in the



Lieut.-Cdr. Ronnie Sinclair

Scottish area final in Edinburgh of the Croquet Association's Centenary Competition, winning a commemorative plaque and an ancient mallet engraved, "Champion of Scotland."

He went on to win the final of the Centenary Competition at Hurlingham on July 26 and 27, and was presented with a rose bowl by the Queen, patron of the Croquet Association.

Commenting on the game, Lieut.-Cdr. Sinclair said: "The trouble with naval croquet is that people tend to make up their own rules! The game played correctly is extremely satisfying and not in the least vicious—the criticism usually levelled at it."

Atlantic race

Among the 30 or so competitors for the Single-Handed Trans-Atlantic race in 1968 will be Sub-Lieut. John Leslie Ronald Williams (35), who is to sail the Spirit of Cutty Sark, sponsored by the Cutty Sark (U.K. Scotch Whisky) Ltd.

Lieut. Eric Tabarly of the French Navy, who won the 1964 race, will compete again next year, and there will also be Italian, Dutch, Polish, Scandinavian, and American competitors.

Sub-Lieut. Williams, born at Welshpool in July 1932, joined the Navy in September 1948, completing training as a Radio Electrical Artificer (Air) in 1952,

SPORTING ROUND-UP

He was promoted in 1961 to Elect-Sub-Lieut. (AR) in 1961, now re-styled as Eng-Sub-Lieut. (AR).

His sailing experience has been gained mostly in naval yachts. He has been closely associated with the Naval Air Command Sail Training Yacht Merlin which he skippered in the 1964 Trans-Atlantic Tall Ships race. He served as a Watch Officer in the Sail Training Association's topsail schooner Sir Winston Churchill on her maiden cruise.

The Spirit of Cutty Sark is well named, for 1968 is the 100th anniversary of the keel laying of the famous clipper.

Triple win

Sub-Lieut. Michael Sauvage, Navy News "Sportsman of the Month" in April last, recently joined H.M.S. Bulwark, and within two weeks, despite Singapore's high temperatures and humidity, he won three events in the Royal Navy Singapore championships held in H.M.S. Terror.

Within an hour he won the three miles, the mile and the 880 yards events, and new local records were set up in two of the races.

Sub-Lieut. Sauvage covered the mile in 4 min. 23.5 sec., and in a preliminary heat of the 880 yards he was timed at 2 min. 1.4 sec.—both best times for

those events in the championships.

Michael Sauvage has run for the Royal Navy in cross-country and track events in the United Kingdom, and is the reigning Navy half-mile champion, a distance for which he has "clocked" 1 min. 56 sec.

Team success

The Navy's long distance running trio—ERA R. Clark (H.M.S. Dolphin), PO Wtr. C. Wright (H.M.S. Pembroke) and Sub-Lieut. J. Eaden (H.M.S. Thunderer) once again showed they are one of the top teams in the country when they came second in the team race, Liverpool to Blackpool, on July 22.

There were 34 starters for this 48½ miles gruelling race which was run in blazing sunshine. Heat took its inevitable toll and by 30 miles the field had dwindled to 21 runners, and only 16 runners finished.

John Tarrant, of Hereford, finished first in a new record time of 4 hr. 55 min. 40 sec. Clark finished 11th in 6 hr. 11 min. 52 sec.; Wright was 12th in 6 hr. 19 min. 22 sec. and Eaden 13th in 6 hr. 22 min. 48 sec.

The team race was won by Tipton Harriers (7, 8 and 9) with R.A. Athletic Club second (11, 12 and 13).

Only European

The only European to be included in the Singapore Commonwealth women's hockey team for games against India and Malaya, is 22-year-old Mrs. Mary Adams.

Mrs. Adams, wife of a Naval Stores Officer serving in the



Lieut. Bob Pape

Singapore Naval Base, was selected for inclusion in the team after turning out regularly in the forward line of the Singapore Recreation Club eleven.

She will be playing with Chinese, Indian and Eurasian girls in the two matches arranged in connection with the republic's National Day celebration.

Mrs. Adams comes from Llanelly and was a pupil at Llanelly Grammar School. She has played for Carmarthenshire in games against other Welsh counties.

Decathlon title

LAM(O) Peter Gabbett, of H.M.S. Daedalus, holder of the Navy and Southern Counties decathlon titles, won the Amateur Athletic Association championship at Hurlingham on July 22.

He won five of the 10 events and scored 6,533 points—more than 200 more than his nearest rival. He beat his previous best total by 98 points.

LONG-DISTANCE STAR

Still on the run after 21 years

SPORTSMAN OF THE MONTH

Has Lieut. Robert (Bob) Henry Pape discovered the secret of perennial youth? This Navy star long-distance runner has been in the news for so long that it would seem that he can go on for ever.

As far back as December, 1954, he featured as the Navy News "Sportsman of the Month" and at that time he had been running for some eight years. And he is still running!

Bob Pape joined the Service as a Boy Seaman on May 2, 1939, spending the early part of the war in H.M.S. Phoebe.

This was in the Liverpool marathon in August, 1960.

A great admirer of that indomitable runner, Jim Peters, Bob Pape has modelled his training on the Peters line. The two of them are great friends, and have run many times together.

RECENT RUNS

Recent events in which Lieut. Pape has taken part are the Navy championships in July last, when he was third in the six miles; Portsmouth Command championships—third in the three miles and second in the six miles; Portsmouth Athletic Club 16-miles open road race, Chichester to Portsmouth, when he was 25th, winning the Veteran Prize and, to use his own words "a couple of slow marathons."

Those who have seen Bob Pape on his training sessions, a handkerchief clutched in his hand, may have wondered what he is thinking about as he runs his lonely way. "I am interested in all that is going on around me" he says, "and I often work out my problems on the road."

A non-smoker, he believes in regular training and likes to read about the different training methods and then adapting them to his own needs.

OPPORTUNITIES

He says that if people are interested in sport they will always find opportunities for training, even when serving afloat. "There are many advantages in the Service—organisation, help with travelling costs and expert coaching," he added.

Asked how long he would continue to run, Lieut. Pape said "I shall only give it up when I cease to enjoy it, or when I feel I am beginning to look ridiculous."

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